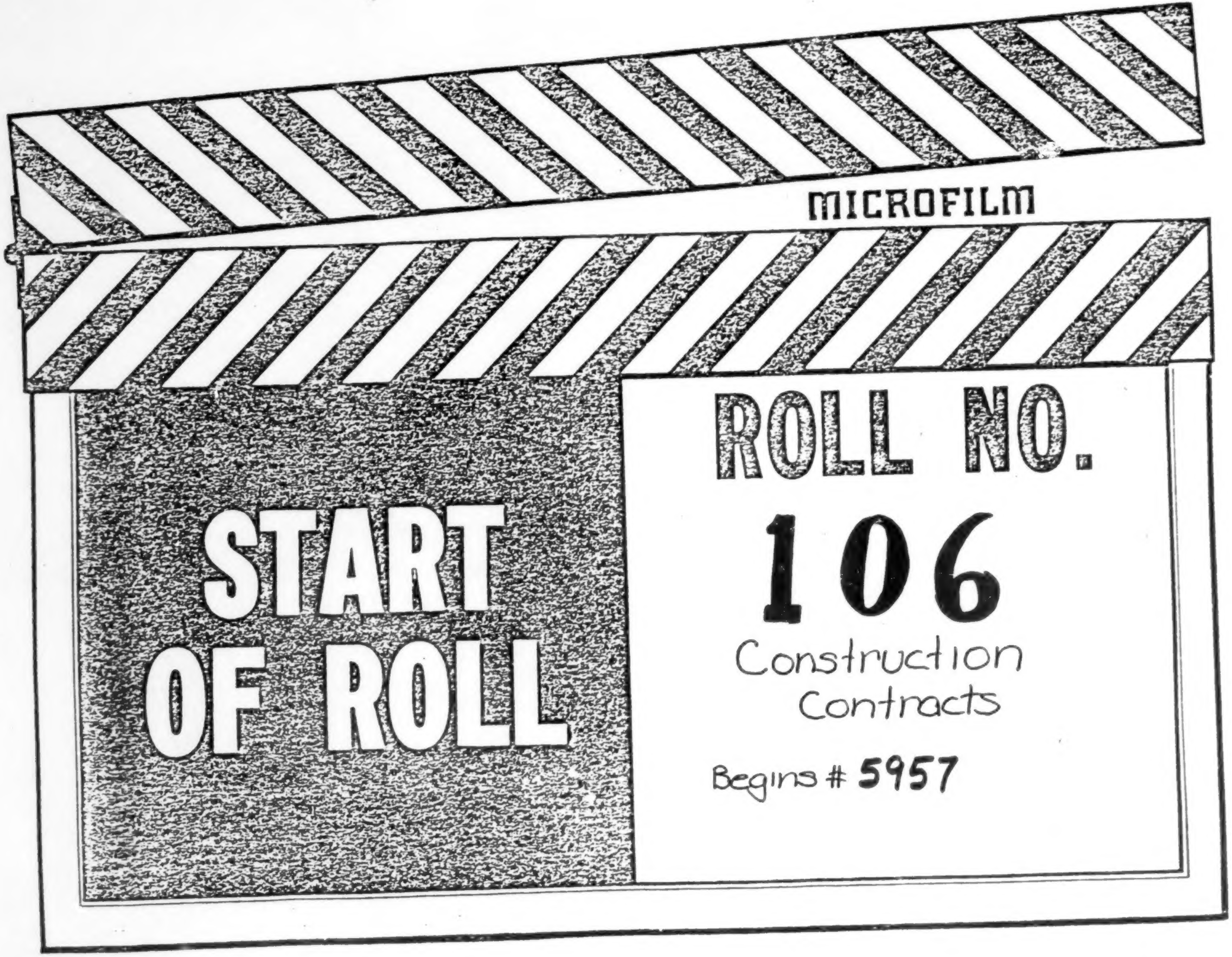


START OF ROLL

ROLL NO.
106

Construction
Contracts

Begins # 5957

1-3252 Richland Sand Shed 1961

#5957

RECEIVED
JAN 26 1962
FOR FILING

1-3252

5957

January 26, 1962

US Fidelity & Guaranty Co.,
201 Oregon Bank Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5957 for construction of the Richland Sand Shed in Baker County was completed by the contractor, Weber English & Lloyd C. Spikes, on January 1, 1962, and was formally accepted by the Highway Commission on January 19, 1962.

Final payment in the amount of $1,518.45 will be released to the contractor on or after February 2, 1962. The total contract amount is $12,096.57, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Weber English, &
Mr. Lloyd C. Spikes
Box 482
Elgin, Oregon

RECEIVED
OCT 11 1961

FOR FILING
1-3252

5957

October 11, 1961

**CERTIFIED MAIL**

Mr. John N. Burlew
2500 Oak Street
Baker, Oregon

Dear Sir:

Attached is your Certified Check No. 121 in the amount of $627.58, which you submitted as a proposal guaranty with your second low bid on the Richland Sand Shed in Baker County, on which bids were received September 13, 1961.

As this contract, No. 5957, has been fully executed, we are returning your deposit to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. John Herr
fp

RECEIVED
OCT 11 1961
FOR FILING

1-3252

5957

October 11, 1961

CERTIFIED MAIL

Lloyd C. Spikes Construction
and Weber English
P. O. Box 357
Elgin, Oregon

Gentlemen:

Attached is your Cashier's Check No. 14410 in the amount of $604.18, which you submitted as a proposal guaranty with your low bid on the Richland Sand Shed in Baker County, on which bids were received September 13, 1961.

As this contract, No. 5957, has been fully executed, we are returning your deposit to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Weber English
P. O. Box 482
Elgin, Oregon

Mr. John Herr - Accounting

fp

RECEIVED
OCT 11 1961
FOR FILING

1-3252

5957

COMMISSIONERS
M. [illegible], Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

October 11, 1961

Mr. Weber English, and
Mr. Lloyd C. Spikes
Box 482
Elgin, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5957, awarded September 15, 1961, for construction of the Richland Sand Shed, Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 10 1961
FOR FILING

FORM E-30X 80M 7-60 29398

| |
|---|
| 1-3352 |
| |
| 5957 |

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Weber English and Lloyd C. Spikes started work on the Richland Sand Shed Project in Baker County, Contract #5957 (State Project), on October 6, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
SEP 20 1961
FOR FILING

1-3352

5957

Salem, Oregon
Sept. 19, 1961

Mr. John Herr
Accounting

We have in the safe the following checks submitted as proposal guaranties with bids at the letting of September 13, 1961:

Contract No. 5957 - Richland Sand Shed in Baker County. Cashier's Check #14410 in the amount of $604.18 submitted by Lloyd C. Spikes Construction and Weber English, low bidder.

Same contract - Certified check No. 121 in the amount of $627.58 submitted by John Burlew, second low bidder.

Certified Check No. 413 in the amount of $3,100.00 submitted by Page Paving Company on the Shasta Way-S. Sixth St. Section job in Klamath County, low bidder. (Award not made as yet).

These are the only checks we have in the safe at the present time.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Dorothy Cook
fp

RECEIVED
SEP 19 1961
FOR FILING

1-3052

5957

September 19, 1961

**CERTIFIED MAIL**

Lloyd C. Spikes Construction and
Weber English
P. O. Box 357
Elgin, Oregon

Gentlemen:

We are enclosing your Cashier's Check No. 14411 in the amount of $1,239.01. This check was submitted with your proposal on the Pine Creek Bridge in Baker County, on which bids were received September 13. As you were not one of the two low bidders, we are returning your check to you.

We are holding your Cashier's Check No. 14410 in the amount of $604.18 which you submitted as a proposal guaranty on the Richland Sand Shed in Baker County, on which you were the low bidder on September 13. When this contract No. 5957 has been fully executed, we will return the check to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Weber English
P. O. Box 482
Elgin, Oregon

Mr. John Herr
Dorothy Cook

fp

7-3305 Ochoco Lake State Park Latrine, 1961
Ochoco Hwy., E. of Prineville
#5958

3

RECEIVED
MAR 2 1962
FOR FILING

[illegible]

5958

March 1, 1962

Pennsylvania Insurance Co.
Pacific Department
315 Montgomery Street
San Francisco, California

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5958, awarded to Harley E. Lowe, for construction of a standard latrine in Ochoco Lake State Park in Crook County.

This contract was completed December 8, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $4,112.01 will be released to the contractor on or after March 8, 1962. The total contract amount is $8,971.49 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc - Pennsylvania Insurance Company
S.C. Jones & Sons Ins. Agency
P.O. Box 85
Ashland, Oregon

cc - Mr. Harley E. Lowe
516 Granite St.
Ashland, Oregon

RECEIVED
OCT 17 1961

FOR FILE

5958

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1961

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

Harley E. Lowe began work on the Ochoco Lake Park Building Construction Project in Crook County, contract No. 5958, on October 9, 1961.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
OCT 10 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

M
5958

October 10, 1961

Mr. Harley E Lowe
516 Granite St.,
Ashland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5958, awarded September 21, 1961, for a standard latrine in Ochoco Lake State Park, Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 21 1961
FOR FILING
7-3[illegible]
5958

Salem, Oregon
September 20, 1961

Harley E. Lowe Contracts

Memo to
General Files

This forenoon Mr. Harley E. Lowe phoned regarding the three contracts awarded to him by the Commission September 15:

CROOK COUNTY: Ochoco Lake State Park Latrine on Ochoco Highway.

JACKSON COUNTY: Laurelhurst State Park Latrine, midway between Trail and Prospect on Crater Lake Highway.

KLAMATH COUNTY: Collier Memorial State Park Standard latrine on The Dalles-California Highway.

Mr. Lowe stated that he had qualified all three of his proposals to the effect that he would accept the award of only one contract. He did state however, if it was agreeable with the Highway Commission, he would accept two, not three.

I secured the three proposals from the Bridge Division and found that in the instructions to bidders in the front of the proposals he had typed in the word "one" in the form which was outlined. The proposal states that the contractor is to write in his qualification in the proposal, but it does not state the page or the exact location. (In the road construction proposals the instructions to bidders on qualification to bids states clearly that the qualification is to be written in on page 8 of the proposal.) I showed the proposals and explained the situation to Mr. Lindas and Mr. Rohde. They were of the tentative opinion the qualification he had made was legitimate, although not according to usual practice. Later in the day I talked to Mr. Cooper who was of the same opinion concerning the validity of the qualification. He asked that I take the proposals to the Bridge Division and ask them to figure out the award of contracts to the best interest of the State, just as though the qualification had been considered before the award on September 15. Mr. Gardner stated he would do this and would send the results to Mr. Cooper.

Floyd Query
Secretary

FQ:rj

| | | Lowe | Next low | difference | Est |
|---|---|---|---|---|---|
| # 8 | Ochoco | 9151.50 (X) | 11,299.80 | 2148.30 | 9000 |
| # 13 | Lonehurst | 8555.00 | 9645.50 | 1090.50 | 10,000 |
| # 17 | Collier | 8932.75 | 9957.50 | 1024.75 | 9000 |

Harley Lowe
said accept only one
job
will accept two
Phone 9-20
does not want
Ochoco job
Phone
4820833 Ashland

| | |
|---|---|
| #13 Jackson Co | 8555.00 |
| # 17 Klamath Co | 8932.75 |
| # 8 Crook Co. | 9151.50 |

```
 9957.50
 8932.75
 1024.75
```

|  |  | Lowe | Next low | Difference | Est |
|---|---|---|---|---|---|
| #8 | Ochoco | 9151.50 (X) | 11,299.80 | 2148.30 | 9000 |
| #13 | Lourchurst | 8555.00 | 9645.50 | 1090.50 | 10,000 |
| #17 | Collier | 8932.75 | 9957.50 | 1024.75 | 9000 |

11299.80
9151.50
2148 30

9645.50
8555.
1090 50

9957.50
8932.75
1024.75

#8 O~~csco~~pnoy

| | |
|---|---|
| Lowe | 9151.50 |
| G.D. Ford & Son | 11,299.80 |
| estimate | 9000. |

RECEIVED
JUN 20 1961
FOR FILING

[illegible]

5158

file

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 15, 1961

**Proposed Latrine**
**Ochoco Lake State Park**

Mr. W. C. Williams
State Highway Engineer
Building

The heavy public use at Ochoco Lake State Park points out the need to replace the existing pit latrines with a new, flush-type latrine building.

No funds were established in the 1961 Budget of the Parks and Recreation Division for this improvement. Funds in the amount of $73,000 were set up to construct an overnight camp at Collier State Park, but it appears that we will not be able to acquire the property needed for this camp this year. I request your concurrence to using a part of these funds to construct a latrine at Ochoco Lake State Park. The estimated cost of the building, septic tank and disposal field is $7500.

Very truly yours,

Mark H. Astrup

Mark H. Astrup
State Parks Superintendent

AS:hl

ORIGINAL SIGNED
W. C. WILLIAMS

Approved: ______________________ Date 6-19-61
W. C. Williams, State Highway Engineer

F-123(21) Swalley Canal-East Revere 1961
Ave. Sec. in Bend. (Grad.,
#5959 paving, struct., & signing

C4A 2428 7-3-62
C4A 2429 9-27-61
C4A 2430 9-27-61

RECEIVED
MAR 5 - 1964
FOR FILING

F 123(21)

[illegible]

March 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon - 97301

Dear Sir:

We are sending under separate cover three copies of final voucher for the Swalley Canal-E. Revere Ave. (Bend) Section, Federal-Aid Project No. F-123(21), in the amount of $15,508.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
[illegible] 1963
FOR FILING

F 14-(3)

5959

COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE · LOS ANGELES 22, CALIFORNIA · RAYMOND 3-6351

October 3, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem 10, Oregon

Attention: Mr. Lloyd F. Shaw
Assistant State Highway Engineer

Dear Mr. Cooper:

We have your letter of September 26, requesting written porcelain enamel and laminated panel guarantees for various projects.

We will send, immediately, to the contractors involved the required, written guarantees, so your files may be completed.

Yours very truly,

Le Roy Walker
Highway Products Division

LRW/jh

RECEIVED
OCT - 7 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]

FOR FILING

RNB:nk jw

FORM E-30 50M 8-63 49807

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1963

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Written guarantees for porcelain enamel are required for all contracts involving signs which were awarded on July 28, 1961 or later. A search through the files for these written guarantees indicates that these documents have not been submitted for the contracts indicated on the attached suggested draft.

While we have not experienced any trouble with Cameo's replacement program to date, having the written guarantee in our file may be necessary for future enforcement.

Therefore, I suggest that Cameo be required to supply the written guarantees as per the contract specifications.

R. N. Bothman
Sign Engineer

RNB:nk

attachment

RECEIVED
FEB 1 - 1963

FOR FILING

| |
|---|
| F-123(30) |
| |
| 2959 |

9

February 1, 1963

Mr. Wayne M. Thompson
Thompson & Perrine
Attorneys at Law
1036 Bond Street
Bend, Oregon

Dear Sir:

Reference is made to your letter of January 31st requesting copies of the inspector's daily diary on the Swalley Canal-East Revere Section of The Dalles-California Highway Bypass.

It is our policy that requests of this nature be referred to our Legal Department. This has been done and you will no doubt hear from them shortly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mmb
cc: L. P. Shaw
L. I. Linden

RECEIVED
DEC 28 1962
FILE
F 123 (21)
5959

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

re: Completion Erosion Control Work
Smalley Canal - E. Revere Avenue
The Dalles-California Highway
Contract #5959
FAP F123(21)

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated September 4, 1962, was completed November 2, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

HAM:ls

cc: Doug Parkes
Landscape
Construction
Dean Swift

RECEIVED
DEC 8 1962
FOR FILING

F-133(21)

5-959

December 5, 1962

Mr. H. M. Puddy
City Manager
City Hall
Bend, Oregon

Dear Mr. Puddy:

In response to your verbal request to Roger Trygstad of the Traffic Engineering Division, there are attached two copies of a comparison of vehicular traffic before and after the construction of the Swalley Canal-Revere Avenue Section of The Dalles-California Highway (US97).

I trust that this will be of use to you. If we may be of any further assistance, kindly advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
G. S. Paxson
F. B. Crandall

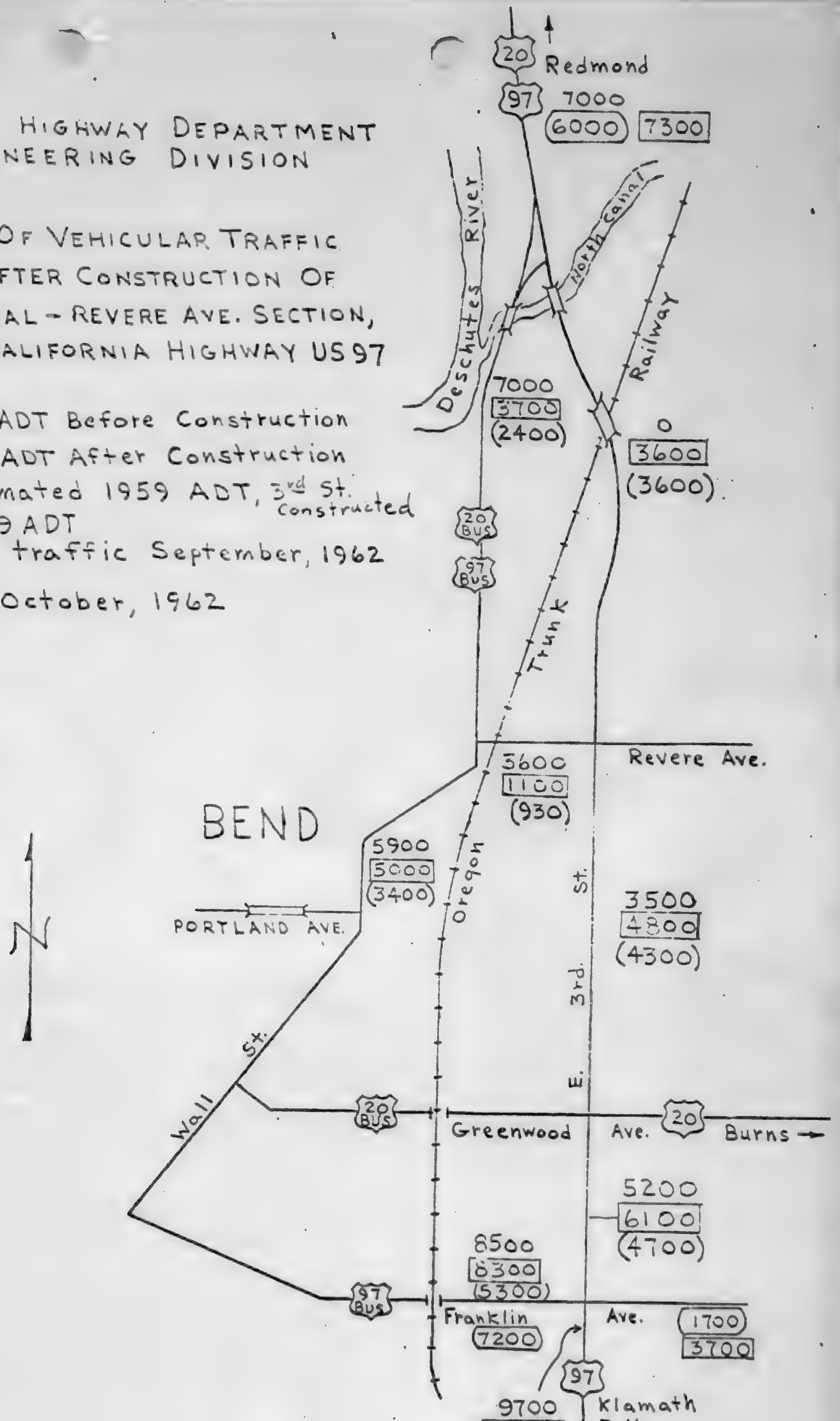
RDT:sm jw

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC
BEFORE AND AFTER CONSTRUCTION OF
SWALLEY CANAL - REVERE AVE. SECTION,
THE DALLES - CALIFORNIA HIGHWAY US 97

000 1961 ADT Before Construction
▭000▭ 1962 ADT After Construction
(000) Estimated 1959 ADT, 3rd St. constructed
⬭ 1959 ADT
Opened to traffic September, 1962

October, 1962


20
97
Redmond
7000
6000
7300
Deschutes River
North Canal
Railway
7000
3700
(2400)
0
3600
(3600)
20 BUS
97 BUS
Oregon Trunk
Revere Ave.
3600
1100
(930)
BEND
N
5900
5000
(3400)
PORTLAND AVE.
E. 3rd. St.
3500
4800
(4300)
Wall St.
20 BUS
Greenwood Ave.
20
Burns
5200
6100
(4700)
8500
8300
(5300)
97 Bus
Franklin Ave.
7200
1700
3700
97
Klamath Falls
9700
10,000
9000

RECEIVED
NOV 8 1962

FOR FILING

F-133 (21)

- 51

November 7, 1962

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon

Gentlemen:

Contract No. 5959 awarded to R. L. Coats, for grading, paving, structures and signing on the Swalley Canal-E. Revere Avenue (Bend) Section of The Dalles-California Highway in Deschutes County, was completed on July 3, 1962, and accepted by the Highway Commission on November 1, 1962.

Final payment, in the amount of $8,420.61 will be released to the contractor after November 15, 1962. The total contract amount is $280,755.50, including $1,695.47 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

RECEIVED
OCT 29 1962

FOR FILING
F-123(21)

5984

October 26, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 08-35.3

Dear Sir:

Enclosed are three sketches of the comparison of traffic on 3rd Street (US97) in Bend, before and after the construction of Swalley Canal-Revere Avenue Section. Traffic is indicated before construction as 1961 ADT and after construction as 1962 ADT. Estimated 1959 ADT is also indicated and was based on an O-D Study conducted in 1959.

According to the traffic counts made on the after study, too much traffic of the 6,000 total in 1959 north of Bend was assigned to the 3rd Street route. Vehicles with both the origin and destination outside (north or south) of Bend and remaining in Bend overnight, were considered as through trips, and all were assigned to the 3rd Street route. Apparently some still use the tourist facilities along the US97 Business Route.

Traffic on Franklin Avenue, east of 3rd Street, has increased from 1,700 to 1959 to 3,700 in 1962 and explains the large variation between the estimated assignments in that area and the after counts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

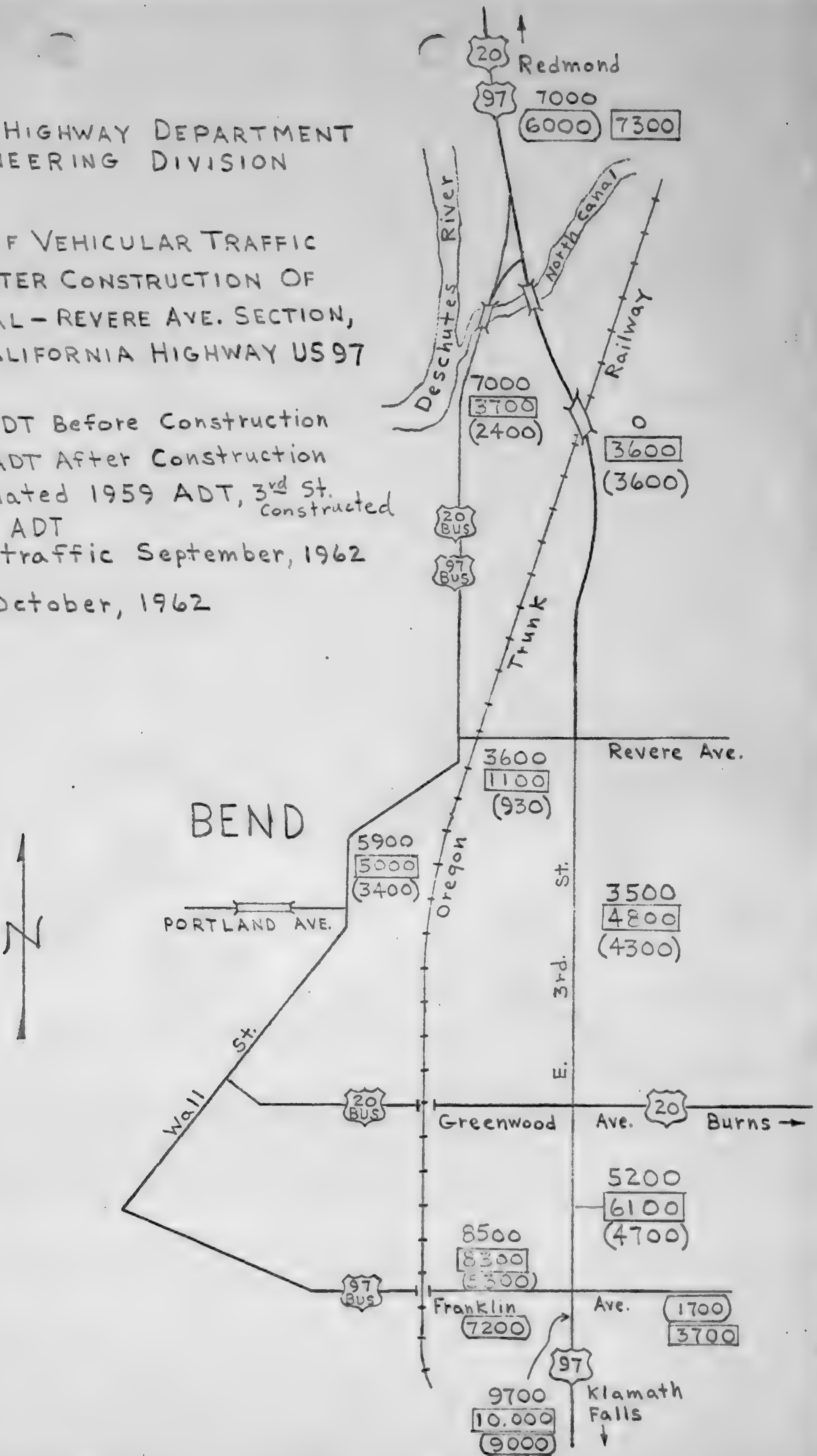
JEG:mp bbc
Attachments
cc Forrest Cooper
G. S. Paxson
P. M. Stephenson
R. L. Porter
V. D. Wolfe
F. D. Morgan
Dean Swift
F. B. Crandall
Val Johnson

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

## COMPARISON OF VEHICULAR TRAFFIC BEFORE AND AFTER CONSTRUCTION OF SWALLEY CANAL – REVERE AVE. SECTION, THE DALLES – CALIFORNIA HIGHWAY US 97

000 1961 ADT Before Construction
$\boxed{000}$ 1962 ADT After Construction
(000) Estimated 1959 ADT, 3rd St. Constructed
▭ 1959 ADT
Opened to traffic September, 1962

October, 1962


20
97
Redmond
7000
(6000)
7300
Deschutes River
North Canal
Railway
7000
3700
(2400)
0
3600
(3600)
20 BUS
97 BUS
Trunk
Revere Ave.
3600
1100
(930)
BEND
5900
5000
(3400)
PORTLAND AVE.
Oregon
3rd. St.
E.
3500
4800
(4300)
N
Wall St.
20 BUS
Greenwood Ave.
20
Burns →
5200
6100
(4700)
8500
8300
(5300)
97 Bus
Franklin Ave.
7200
1700
3700
97
Klamath Falls
9700
10,000
(9000)

RECEIVED
OCT 30 1962
FOR FILING

[illegible]
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5949

October 22, 1962

Mr. R. F. Kuhlman
4520 High Street
Eugene, Oregon

Dear Sir:

In accordance with your verbal request, we are enclosing a sketch map indicating the Average Daily Traffic (ADT) "Before" and "After" the construction of the Swalley Canal - Revere Avenue Section of The Dalles - California Highway, US97, in Bend.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

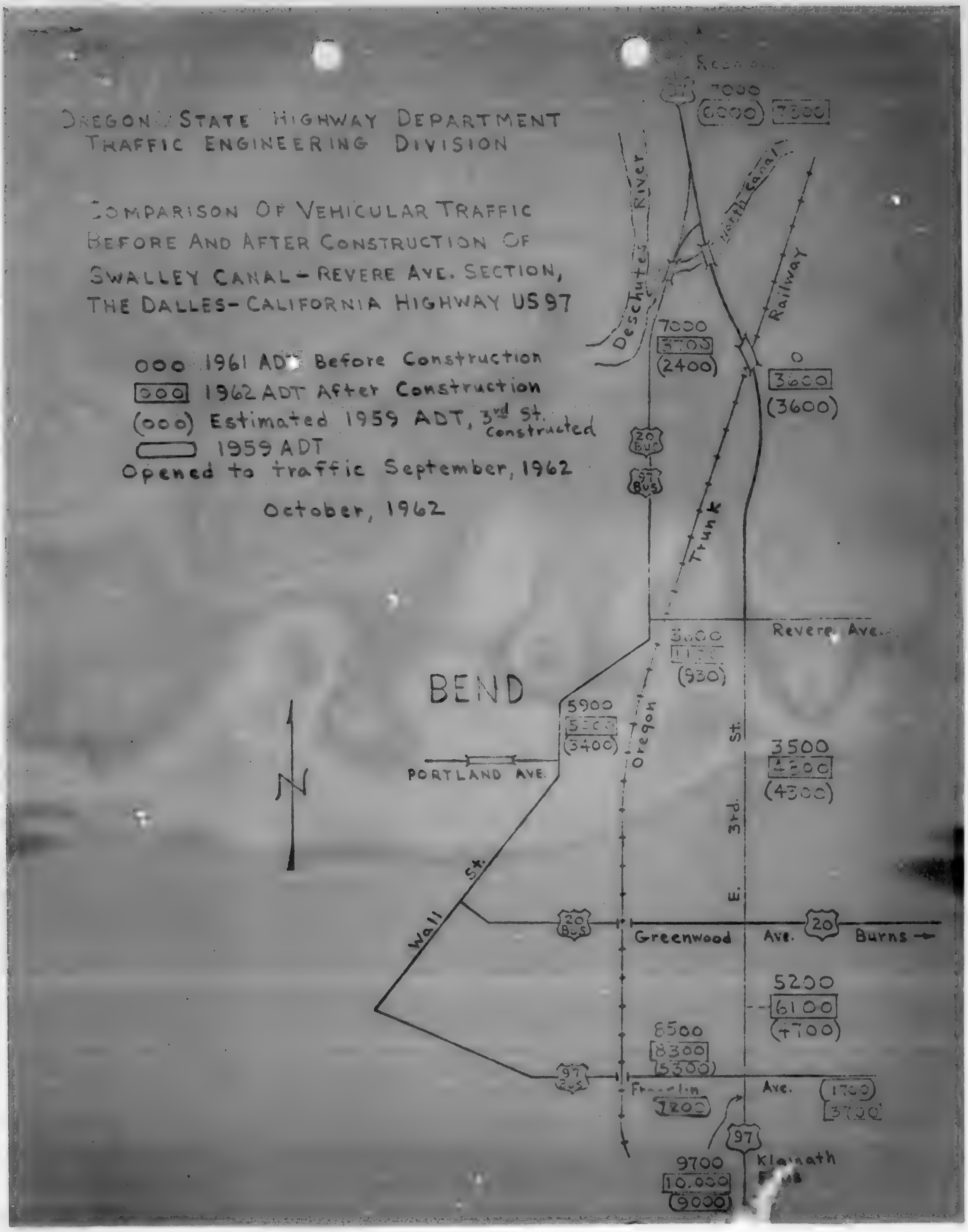
By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

Enclosure
bc: Tom Edwards

RECEIVED
OCT 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS



OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC
BEFORE AND AFTER CONSTRUCTION OF
SWALLEY CANAL – REVERE AVE. SECTION,
THE DALLES – CALIFORNIA HIGHWAY US 97

000 1961 ADT Before Construction
▭ 000 1962 ADT After Construction
(000) Estimated 1959 ADT, 3rd St. Constructed
⬭ 1959 ADT

Opened to traffic September, 1962

October, 1962

Redmond
97
7000
(6000)
7300
Deschutes River
North Canal
Railway
7000
5700
(2400)
0
3600
(3600)
20 Bus
97 Bus
Trunk
Revere Ave.
3000
1120
(930)
BEND
5900
5300
(3400)
PORTLAND AVE.
Oregon
E. 3rd St.
3500
4200
(4300)
N
Wall St.
20 Bus
Greenwood Ave.
20
Burns
5200
6100
(4700)
8500
8300
(5300)
97 Bus
Franklin Ave.
1200
1700
3700
97
Klamath Falls
9700
10.000
(9000)

RECEIVED
OCT 3 1962
FOR FILING

F 123(21)

[illegible]

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-123(21) Swalley Canal -
East Revere Ave. (Bend) Section,
The Dalles-California Highway

All work on the subject contract was inspected September 17, 1962 and no conditions noted which would preclude our acceptance at the appropriate time.

original To Morgan
copy To Young
10-2-62

NOTED
[illegible]

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 8, 1962

Section Swalley Canal-E. Revere Ave. (Bend)

Kind of work Grading, Paving, Struct. & Signing

Highway The Dalles-Calif. County Deschutes

Section prefix 9-1060

Contractor R. L. Coats

Contract number 5959

Date of contract Sept. 15, 1961

Specified work days 85

Date work started Sept. 22, 1961

Work days used 85

Project authorization $ 342,156.15

Exclusive of engineering $ 317,825.05

Per cent of time elapsed 100 %

~~Estimated~~ cost of completed project, exclusive of engineering $ 294,231.20

~~Estimated~~ per cent ~~overrun or~~ underrun 7.42 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 24,331.10

Engineering cost to date $ 26,839.70, 110.31 %

Date project was completed July 3, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | Comml. Purchase |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

PROJECT COMPLETED

State Crew placed center line Fri. A. M., and project was opened to traffic Fri. P. M.

Semi final estimate submitted to Division Office.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 10 1962
☐ CE ☑ ACE ☐ ☐ CCE
KB

NOTED M. N. JUVE

Signed R. H. Clark R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.0 | 1.0 | | 1.0 | 1.0 |
| Miles partially completed | | | | | |
| Miles completed | 1.0 | 1.0 | | 1.0 | 1.0 |
| Total estimated quantities (contract) | 92,500 | 19,400 | | 18<br>110 | 4,300 |
| Total quantities corrected to date | 89,063 | 19,522 | | 24<br>225 | 4,000 |
| Estimated quantities moved or placed to date | Same | | | Same | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ......., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair-Warm | | |
| Tuesday | " " | | |
| Wednesday | " " | | |
| Thursday | " " | | |
| Friday | " " | | |
| Saturday | | | |

RECEIVED
AUG 16 1962
FOR FILING

F-123(21)

5959

Salem, Oregon
August 16, 1962

Revised Utility Agreement
City of Bend
Smalley Canal-E.Revere Ave. Sec.
Deschutes County, Cont.No. 5959
Project No. F-123(21)

Mr. F. D. Morgan
Construction Dept.

Att: T. W. Litchfield

OFFICE

Herewith, is a copy of a letter from the Bureau of Public Roads regarding modification of the agreement covering utility adjustment by the City of Bend on the above project. This letter is self-explanatory.

Will you please contact the City of Bend for an adjustment of equipment rental rates in line with the Bureau of Public Roads letter.

L. H. Young
Office Engineer

[illegible]:mmb

RECEIVED
JUN 15 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

August 8, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: Mr. L. H. Young

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Revised Utility Agreement
City of Bend
Swalley Canal-E. Revere Aveneu Section
Oregon Project F-123(21)

Your letter of August 2, 1962 requested that we approve a modification of the utility agreement with the city of Bend to provide for equipment rental rates based on the State AGC approved rates. This modification was for the purpose of establishing an approved rental rate for the reason that the city of Bend accounting system does not provide a method for determining equipment use rates.

We ask that you reconsider your approval of the AGC rates as requested by the city. The AGC rates approved for force account work by contractor's equipment includes certain cost elements which we do not believe apply for city owned equipment. Such cost elements would include interest, taxes, storage and insurance. In accordance with the ownership cost of construction equipment published by your cost analysis section, these costs represent 11% of the total annual ownership expense. As a city normally would not incur such type of costs, approval of the AGC rate would include an element of profit to the city, whereas rates should represent actual costs.

It would appear that the State rental rate established for the various types of equipment involved plus cost of operations would be more equitable and more nearly represent the cost for the city owned equipment since the cost elements of State and city equipment would be more equivalent and reasonable.

We are agreeable to approving rental rates representative of the State's cost for the same type of equipment or approving rates based on the AGC rates less those costs included therein that would not be applicable to city owned equipment, and the existing agreement modified accordingly.

NOTED
R. L. PORTER

RECEIVED
AUG 3 1962

FOR FILING

5959

August 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Smalley Canal-E. Revere Ave. Sec.
The Dalles-California Highway
Deschutes County
Project No. F-123(21)

Dear Sir:

Herewith are two copies of the letter from the City of Bend requesting modification of the existing agreement for utility adjustment on the subject project to include equipment rental rates as established between the State and A.G.C.

The rates noted in the City's letter are approved by the State with exception of the 1¼ cu.yd. loader. The rate "to and including: 1¼ cu.yd. Struck Measure - $9.35" per the State-AGC agreement will prevail.

Your approval of the rates and their inclusion in the existing agreement are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

cc: C. H. Maison

9

RECEIVED
JUL 31 1962
FOR FILING

5959

July 31, 1962

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

This is to advise you that work was completed July 3, 1962, on the Swalley Canal - E. Revere Ave. (Bend) grading Section in Deschutes County, State Highway Contract No. 5959.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

DBP:ra
cc: C. H. Maison

RECEIVED
JUL 13 1962
FOR FILING
F 123(21)
5959

July 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 3, 1962, on Contract No. 5959, Swalley Canal - N. Revere Ave. (Bend) Section, in Deschutes County, in connection with Federal-aid Project No. F-123(21).

Please advise us, by letter, of the date on which t this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
cc: H. S. Cox

MISC. CONTRACTS and
AGREEMENTS No. ______

RECEIVED
AUG 3 1962
FOR FILING

F-155 (41)

5959

July 3, 1962
Salem, Oregon

Agenda Item 41-1

Supplemental Throughway Agreement
Swalley Canal-East Revere Ave. Sec.
The Dalles-California Highway
City of Bend

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. D. N. Harwell
Mapping & Records Engineer

Attached is a conformed copy of a supplemental throughway agreement with the City of Bend covering the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Deschutes County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Bend.

Secretary

rn
Attach: 1

FORM [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
June 22, 1962

AGENDA
JUN 29 1962

* 4i-1

**SUBJECT:** Supplemental Throughway Agreement
Swalley Canal-East Revere Avenue Section
The Dalles-California Highway
City of Bend

**To:** Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the proper local officials and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 12/12/60.

H. S. Cox
County and City Relations Engineer

by
Don Harwell
D. N. Harwell
Mapping & Records Engineer

mm

Att.

Ⓐ
2 COPIES TO
BE SIGNED
(by Secretary)

JUN 22 1962
[illegible] OF
STATE [illegible]

M

1905

CITY of BEND

P. O. BOX 431
PHONE EV 2-4211

NOTED
H. S COX

NOTED
DON HARWELL

July 6, 1962

Swalley Canal - Revere St.
The Dalles - Calif. Hwy #4
City of Bend

State Highway Department
Room 403
State Highway Building.
Salem, Oregon'

Gentlemen: Attention Mr. H. S. Cox.

We are enclosing a copy of Resolution No. 746 which was unanimously approved by the Bend City Commission at its meeting July 5, 1962, which concerns the acceptance of the area necessary to provide the 60' street access to Third Street between Webster and Vail in Bend.

We are also enclosing an excerpt from the minutes of the meeting of July 5th indicating the ratification of the Commission action taken after the June 20th meeting authorizing the Mayor and City Recorder to enter into an agreement with the State supplementing the agreement dated September 15, 1961, relative to this matter.

I trust these papers will complete your file.

Very truly,

Xulia S. Johnson,
Recorder.

j
encl.
cc Mr. Don Harwell

RECEIVED
JUL 11 1962
ENGINEER
COUNTY & CITY RELATIONS

Sorry you had to call — This was dictated but not mailed

1905

CITY of BEND

P. O. BOX 431
PHONE EV 2-421

June 22, 1962.

State Highway Department
Room 403,
State Highway Building,
Salem, Oregon.

Gentlemen: Attention: Mr. H. S. Cox.

Mr. Don Harwell has requested the enclosed papers in connection with the access road into E. 3rd Street in Bend.

It is to be noted that these minutes have not yet been approved by the City Commission. This will be done on July 5th. On Thursday morning, June 21, the following members of the City Commission, after seeing the site, approved the motion to have the Mayor and City Recorder enter into the agreement with the State Highway to utilize the alley location and the 40' strip north of the alley location for an access street. This action will be ratified by the Commission on July 5th, as well as the reading of the Resolution accepting the 40' strip of land north of the alley. E. L. Nielsen, T. D. Sexton, W. E. Miller, Richard Carlson, Jack Dempsey and C. J. Rice. Commissioner Reasoner has not yet indicated a vote on this matter. I trust this will take care of the matter until after the July 5th meeting.

Very truly,

Julia S. Johnson

Julia S. Johnson,
Recorder.

3
encl.

RECEIVED
JUN 25 1962
ENGINEER
COUNTY & CITY RELATIONS

Copy to Sec. - Query

RECEIVED
JUL 3 1962
FOR FILING

[illegible]

6929

July 3, 1962

Julia S. Johnson
City Recorder
City Hall
Bend, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Bend a fully executed copy of a Supplemental Throughway Agreement between the State Highway Commission and the City of Bend covering the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Deschutes County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
N 26 1962
FOR FILING

F 133 (21)

5959

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1962

**SUBJECT:** Supplemental Throughway Agreement
Swalley Canal-East Revere Avenue Section
The Dalles-California Highway
City of Bend

To: Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the proper local officials and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 12/12/60.

N. S. Cox
County and City Relations Engineer

by
Don Harwell
D. N. Harvell
Mapping & Records Engineer

mm

Att.

Original To Query
with agreement
6-25-62

RECEIVED
[illegible] 1962
FOR FILING

5959

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1962

SUBJECT: Supplemental Agreement
City of Bend
The Dalles-California Highway
Deschutes County

To Mr. H. S. Cox
County-City Relations Engineer

OFFICE

The City of Bend has requested a change in the location of a street connection on the Swalley Canal-E. Revere Street Section of the Dalles-California Highway which is now under construction. A print of Sheet 5 of the plans for this project is attached and has been revised to show the proposed relocated connection.

This matter has been discussed with and verbally approved by the Area Engineer of the Bureau of Public Roads. The formerly proposed connection has not been constructed, and work has not started at the new location.

It will be necessary to revise the agreement with the City to allow construction of this revised connection and to close the street at the originally proposed location.

F. D. Morgan
Construction Engineer

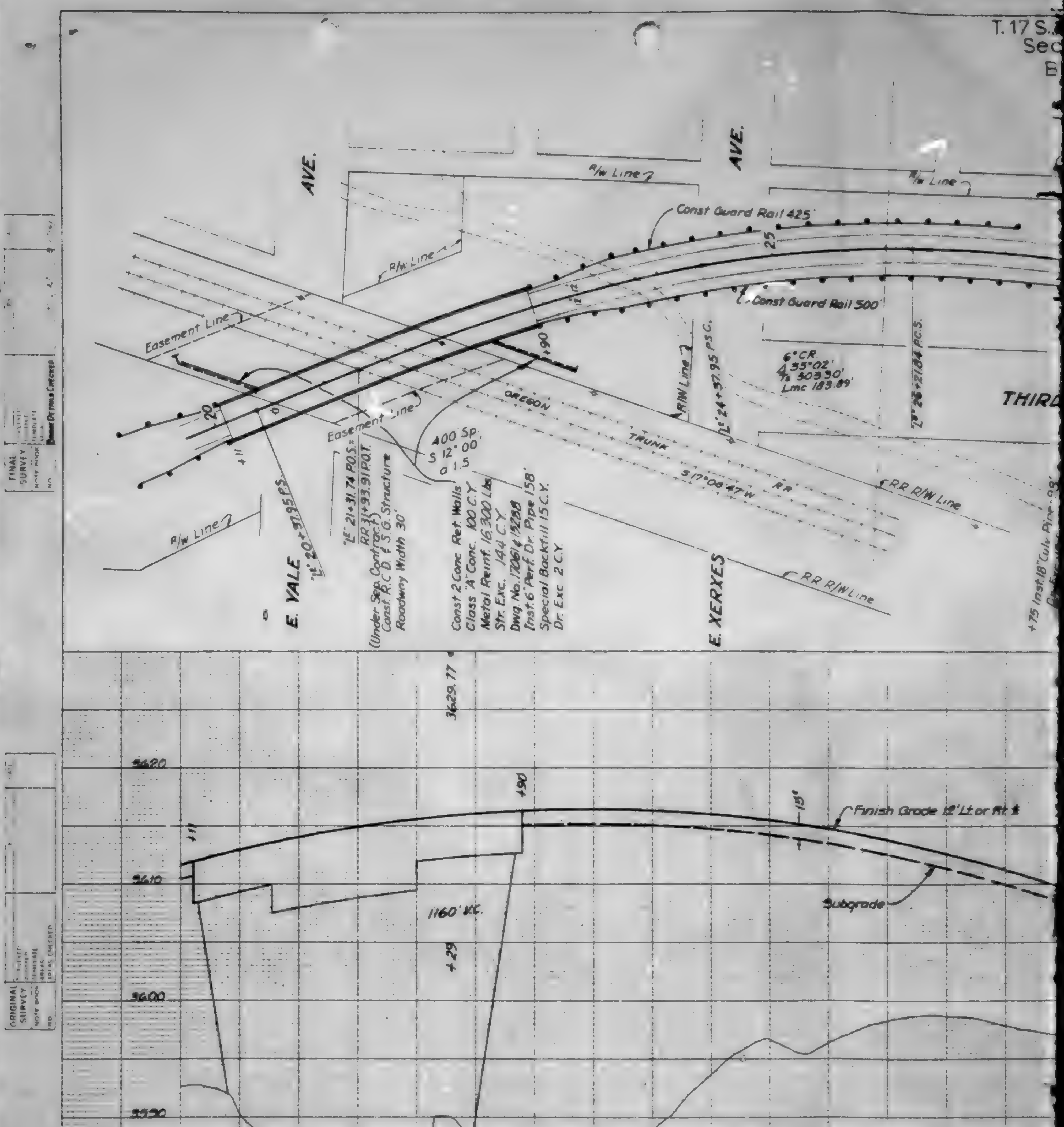
By CHBaker
C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
encs.

cc: R. L. Porter
Dean Swift

NOTED
R. L. PORTER

RECEIVED
MAY 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

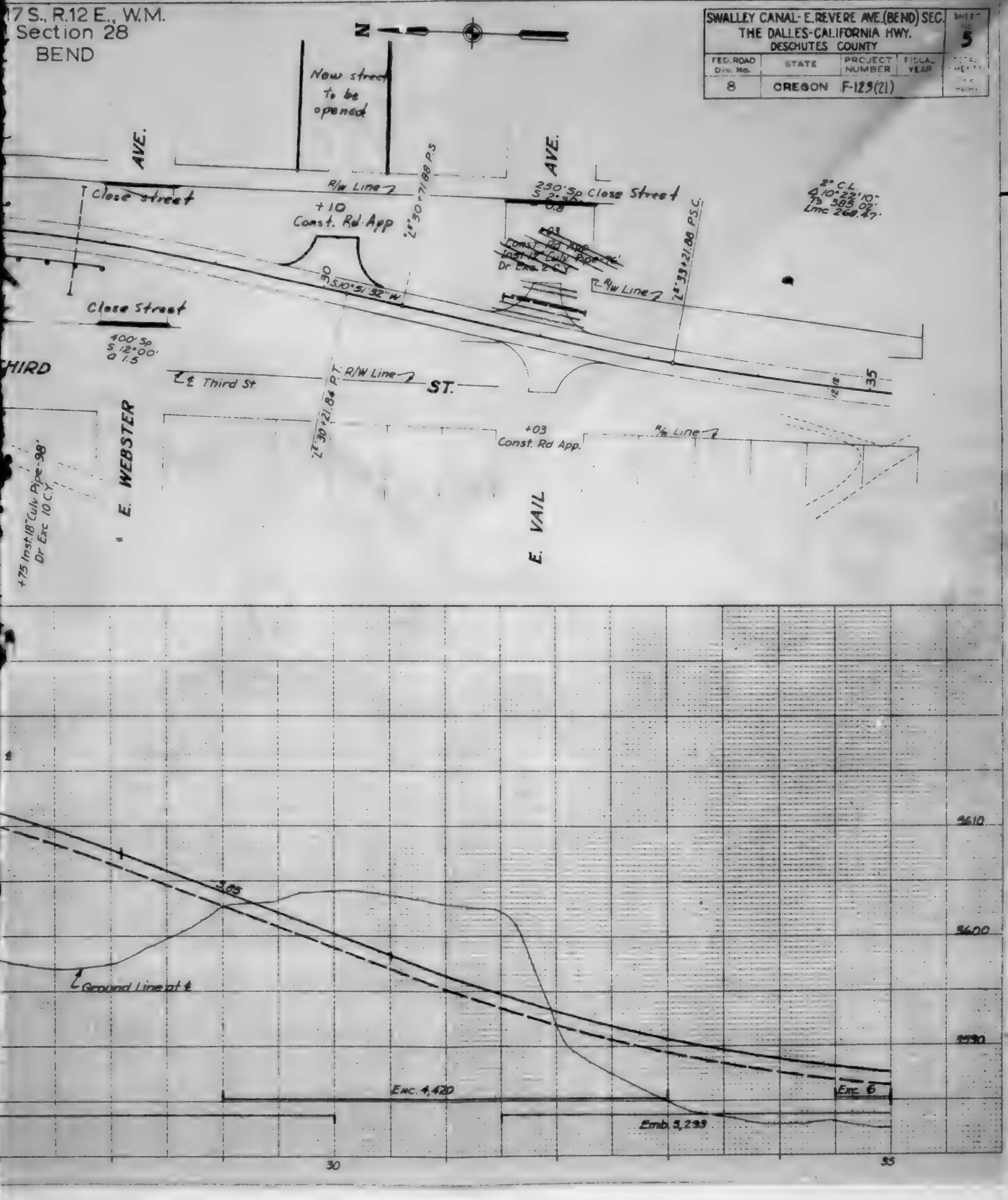

T.17 S.
Sec
E
AVE.
AVE.
R/W Line
R/W Line
R/W Line
Const Guard Rail 425'
Const Guard Rail 500'
25
20
+11
+90
Easement Line
Easement Line
R/W Line
"L" 24+37.95 P.S.C.
6° CR.
Δ 35°02'
Δs 30°30'
Lmc 183.89'
"L" 26+21.84 P.C.S.
THIRD
OREGON
TRUNK
S 17°08'47" W
RR
RR R/W Line
RR R/W Line
R/W Line
"L" 20+37.95 P.S.
E. YALE
"L" 21+31.74 P.O.S. =
RR 31+93.91 P.O.T.
(Under Sep. Contract)
Const. R.C.D. & S.G. Structure
Roadway Width 30'
400' Sp.
S 12°00'
a 1.5
Const. 2 Conc Ret. Walls
Class "A" Conc. 100 C.Y.
Metal Reinf. 16,300 Lbs
Str. Exc. 144 C.Y.
Dwg. No. 17061 & 15288
Inst. 6" Perf. Dr. Pipe 158'
Special Backfill 15 C.Y.
Dr. Exc 2 C.Y.
E. XERXES
+75 Inst. 18" Culv. Pipe 98'
3629.77
3620
3610
3600
3590
+11
+90
1160' V.C.
+29
15'
Finish Grade 12' Lt. or Rt. ℄
Subgrade
Emb. 2,715
Emb. 33,048
20
25
ORIGINAL SURVEY
NOTE BOOK
NO.
FINAL SURVEY
NOTE BOOK
NO.

7V-5-3

SWALLEY CANAL - E. REVERE AVE. (BEND) SEC.
THE DALLES-CALIFORNIA HWY.
DESCHUTES COUNTY

SHEET NO. 5

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | OREGON | F-129(21) | | |



17 S., R.12 E., W.M.
Section 28
BEND
N
AVE.
New street to be opened
AVE.
Close street
R/W Line
+10 Const. Rd. App
℄ 30+71.88 P.S.
230' Sp. Close Street
S 2·30'
0.8
+03 Const. Rd. App. Inst. 18" Culv. Pipe 36' Dr. Exc. 2 C.Y.
R/W Line
℄ 33+21.88 P.S.C.
2° C.L.
Δ 10°22'10"
T3 385.02'
Lmc 260.47'
30
S.10°51'32"W.
Close Street
400' Sp
S 12·00'
Θ 1.5
THIRD
℄ Third St.
R/W Line
ST.
35
12' 12'
℄ 30+21.84 P.T.
+03 Const. Rd. App.
R/W Line
E. WEBSTER
E. VAIL
+75 Inst. 18" Culv. Pipe -98' Dr. Exc. 10 C.Y.
3610
3600
3590
3.05
℄ Ground Line at ℄
Exc. 4,420
Exc. 6
Emb. 3,293
30
35

RECEIVED
FOR FILING

Contract 5959

State

Form Approved; Budget Bureau No. 41-R2089

|  |  |  |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>3642 | FO. R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | ATE<br>**Oregon** |
| PROJECT REPORT NO.<br>F-123(21)<br>6<br>5959 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>5-2-62 | COUNTY<br>**Deschutes**<br>PROJECT NO.<br>**F-123(21)** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97
N. City Limits (Bend) to Revere Ave.

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING |  |  |
| PRELIMINARY ENGINEERING |  |  |
| RIGHTS-OF-WAY |  |  |
| CONSTRUCTION | 8-22-61 | 1.0 |
| OTHER *(Specify)* |  |  |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 332,339.00 | $ 208,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

ASSISTANT State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By C. C. Polk
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer May 2, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

FORM CD-121
(9-22-59)

UNITED STATES VERNMENT

# Memorandum

U.S. D ARTMENT OF COMMERCE
**BUREAU OF PUBLIC ROADS**

477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

**DATE:** April 18, 1962

CGPolk

**FROM** : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

**SUBJECT**: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

F-123(21) US 97 N. City Limits (Bend) to Revere Ave.

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

REFERRED
TO Nash 4/19/62
FOR

RECEIVED
APR 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

April 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official, for the Swalley Canal-E. Revere Avenue (Bend) Section, Project No. F-123(21).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:mmb

April 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Smalley Canal-E. Revere Avenue (Bend) Section, Project No. F-123(21).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.
RMC:cr

Oregon State Highway Department

Federal Aid
Project No. F-123(21)

## SWALLEY CANAL-E. REVERE AVENUE (BEND) SECTION
## OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 13, 1962

Type Code 6201
Roadway (Sta. "L" 778+00 thru Equa. "L" 780+51.74 = "LE" 0+00 to Sta. "LE" 45+10) (Contract No. 5959)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 20,050.00 |
| Drainage Excavation, Unclassified | 500 cu.yds. | $ 10.00 | 5,000.00 |
| Embankment in Place | 92,500 cu.yds. | 1.00 | 92,500.00 |
| Finishing Roadbed and Slopes | All Required | | 1,000.00 |
| 8-inch Culvert Pipe | 22 lin.ft. | 2.00 | 44.00 |
| 12-inch Culvert Pipe | 710 lin.ft. | 2.25 | 1,597.50 |
| 18-inch Culvert Pipe | 340 lin.ft. | 4.00 | 1,360.00 |
| 48-inch Coated Steel Pipe | 100 lin.ft. | 28.00 | 2,800.00 |
| 18-inch Sewer Pipe | 440 lin.ft. | 5.00 | 2,200.00 |
| 6-inch Perforated Metal Drain Pipe | 170 lin.ft. | 3.00 | 510.00 |
| Special Backfill in Drains | 16 cu.yds. | 10.00 | 160.00 |
| Concrete Inlets, Type "G" | 1 only | 70.00 | 70.00 |
| Concrete Inlets, Type "D" | 1 only | 70.00 | 70.00 |
| Concrete Manholes | 2 only | 300.00 | 600.00 |
| Salvage and Reinstall Guard Rail | 440 lin.ft. | 1.50 | 660.00 |
| Metal Guard Rail | 2,500 lin.ft. | 2.25 | 5,625.00 |
| Guide Posts, Type W-2 | 30 only | 8.00 | 240.00 |
| Coarse Crushed Material in Base | 15,400 tons | 2.10 | 32,340.00 |
| 3/4" - 0 Material in Base | 4,000 tons | 2.60 | 10,400.00 |
| Sprinkling | 900 M-gals. | 2.00 | 1,800.00 |
| Preparation of Base | All Required | | 500.00 |
| 3/4" - 0 Material in Binder Course | 110 cu.yds. | 5.00 | 550.00 |
| RC-3 Asphalt | 18 tons | 60.35 | 1,086.30 |
| Class "B" Asphaltic Concrete | 4,300 tons | 7.50 | 32,250.00 |
| Extra for Paving Approaches | 25 only | 25.00 | 625.00 |
| Asphaltic Concrete Traffic Markers, Type "L" | 320 lin.ft. | 1.50 | 480.00 |
| Shoring, Cribbing, etc., for Walls | All Required | | 2,000.00 |
| Structural Excavation for Walls | 350 cu.yds. | 5.00 | 1,750.00 |
| Structural Excavation Below Elevation Shown for Walls | 35 cu.yds. | 10.00 | 350.00 |
| Class "A" Concrete for Walls | All Required | | 10,564.00 |
| Metal Reinforcement for Walls | All Required | | 3,225.00 |
| Removal of Existing Sign Installation | All Required | | 150.00 |
| Metal Sign Supports | All Required | | 600.00 |
| Overhead Sign Structure | All Required | | 4,000.00 |
| Wood Sign Posts | All Required | | 884.00 |
| Type "C and "E" Signs in Place | 123 sq.ft. | 3.00 | 369.00 |
| Type "B" Signs in Place | 34 sq.ft. | 4.00 | 136.00 |
| Type "A" Signs in Place | 289 sq.ft. | 7.00 | 2,023.00 |
| | | | $210,562.80 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 1,000.00 |
| Signing (Temporary) | All Required | | 300.00 |
| | | | $ 1,300.00 |

Utility Work

| | | | |
|---|---|---|---|
| Work by Pacific Northwest Bell Telephone Co. | All Required | | $ 1,100.00 |
| Work by City of Bend (Water Line) | All Required | | 7,600.00 |
| Work by Central Oregon Irrigation District | All Required | | 269.50 |
| | | | $ 8,969.50 |
| | Subtotal | | $250,838.30 |
| | 10% Engr. & Cont. | | 25,083.70 |
| | Total | | $275,922.00 |

Type Code X081
North Canal Bridge (Br. #8888) (Sta. 10+70 to Sta. 12+40) (Contract 5959)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 3,000.00 |
| Structural Excavation | 190 cu.yds. | $ 5.00 | 950.00 |
| Structural Excavation Below Elevation Shown | 10 cu.yds. | 20.00 | 200.00 |
| Class "A" Concrete (270 cu.yds.) | All Required | | 20,000.00 |
| Type III Prestressed Beams (35' to 40') | 4 only | 950.00 | 3,800.00 |
| Type III Prestressed Beams (55' to 60') | 5 only | 1,500.00 | 7,500.00 |
| Type III Prestressed Beams (65' to 70') | 5 only | 1,500.00 | 7,500.00 |
| Metal Reinforcement (52,200 lbs.) | All Required | | 7,000.00 |
| Metal Parapet Railing | 340 lin.ft. | 4.00 | 1,360.00 |
| 8-inch Metal Drain Pipe | 40 lin.ft. | 4.00 | 160.00 |
| | Subtotal | | $ 51,470.00 |
| | 10% Engr.& Cont. | | 5,147.00 |
| | Total | | $ 56,617.00 |

| | |
|---|---|
| Length of Roadway - - - - - - - - - - - - - - - - - - | 0.827 miles |
| Length of 1 Structure - - - - - - - - - - - - - - - - | 0.032 miles |
| Length of 1 Structure - - - - - - - - - - - - - - - - | 0.053 miles (exception) |
| Total Length - - - - - - - - - - - - - - - - - - - | 0.912 miles |
| Cost of Roadway per mile - - - - - - - - - - - - - - | $333,642.07 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $275,922.00 | $173,000.00 | $102,922.00 |
| Structure | 56,617.00 | 35,000.00 | 21,617.00 |
| | $332,539.00 | $208,000.00 | $124,539.00 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws 1939

# SMALLEY CANAL-E. REVERE AVENUE (BEND)

## Project No. F-123(21)

### Estimated Costs of Work by City of Bend.

| | |
|---|---|
| Labor | $3,600.00 |
| Material | 720.00 |
| Equipment | 3,250.60 |
| Cost of Making Estimate | 120.00 |
| | $7,690.60 |
| Use | $7,600.00 |

### Estimated Cost of Work by the Pacific Northwest Bell Telephone Company.

| | |
|---|---|
| Labor | $ 600.00 |
| Materials | 270.00 |
| Equipment | 140.00 |
| Overhead | 185.00 |
| | $1,195.00 |
| Use | $1,100.00 |

### Estimated Cost of Work by the Central Oregon Irrigation District.

| | |
|---|---|
| Materials | $ 79.50 |
| Labor | 190.00 |
| Lump Sum | $ 269.50 |

Oregon State Highway Department

Federal Aid
Project No. F-123(21)

## SWALLEY CANAL-E. REVERE AVENUE (BEND) SECTION
## OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 17, 1961

Type Code 6201
Roadway (Sta. "L" 778+00 thru Equa. "L" 780+51.74 - "LE" 0+00 to Sta. "LE" 45+10)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 10,000.00 |
| Drainage Excavation, Unclassified | 500 | cu.yds. | $ 10.00 | 5,000.00 |
| Embankment in Place | 92,500 | cu.yds. | 1.35 | 124,875.00 |
| Finishing Roadbed and Slopes | All | Required | | 1,000.00 |
| 8-inch Culvert Pipe | 22 | lin.ft. | 2.50 | 55.00 |
| 12-inch Culvert Pipe | 710 | lin.ft. | 3.75 | 2,662.50 |
| 18-inch Culvert Pipe | 340 | lin.ft. | 5.00 | 1,700.00 |
| 60-inch Corrugated Metal Pipe | 70 | lin.ft. | 38.00 | 2,660.00 |
| 18-inch Sewer Pipe | 440 | lin.ft. | 4.50 | 1,980.00 |
| 6-inch Perforated Metal Drain Pipe | 170 | lin.ft. | 2.00 | 340.00 |
| Special Backfill in Drains | 16 | cu.yds. | 8.00 | 128.00 |
| Concrete Inlets, Type "G" | 1 | only | 125.00 | 125.00 |
| Concrete Inlets, Type "D" | 1 | only | 100.00 | 100.00 |
| Concrete Manholes | 2 | only | 350.00 | 700.00 |
| Salvage and Reinstall Guard Rail | 440 | lin.ft. | 2.00 | 880.00 |
| Metal Guard Rail | 2,500 | lin.ft. | 3.00 | 7,500.00 |
| Guide Posts, Type W-2 | 30 | only | 8.00 | 240.00 |
| Coarse Crushed Material in Base | 15,400 | tons | 2.50 | 38,500.00 |
| 3/4" - 0 Material in Base | 4,000 | tons | 2.60 | 10,400.00 |
| Sprinkling | 900 | M-gals. | 3.00 | 2,700.00 |
| Preparation of Base | All | Required | | 500.00 |
| 3/4" - 0 Material in Binder Course | 110 | cu.yds. | 5.00 | 550.00 |
| RC-3 Asphalt | 18 | tons | 50.00 | 900.00 |
| Class "B" Asphaltic Concrete | 4,300 | tons | 8.00 | 34,400.00 |
| Extra for Paving Approaches | 25 | only | 30.00 | 750.00 |
| Asphaltic Concrete Traffic Markers, Type "L" | 320 | lin.ft. | 1.00 | 320.00 |
| Shoring, Cribbing, Etc., for Walls | All | Required | | 1,000.00 |
| Structural Excavation for Walls | 350 | cu.yds. | 4.00 | 1,400.00 |
| Structural Excavation Below Elevation Shown for Walls | 35 | cu.yds. | 5.00 | 175.00 |
| Class "A" Concrete for Walls | All | Required | | 8,340.00 |
| Metal Reinforcement for Walls | All | Required | | 3,255.00 |
| Removal of Existing Sign Installation | All | Required | | 100.00 |
| Metal Sign Supports | All | Required | | 675.00 |
| Overhead Sign Structure | All | Required | | 3,150.00 |
| Wood Sign Posts | All | Required | | 246.00 |
| Type "C" and "R" Signs in Place | 123 | sq.ft. | 4.20 | 516.60 |
| Type "E" Signs in Place | 34 | sq.ft. | 5.00 | 170.00 |
| Type "A" Signs in Place | 289 | sq.ft. | 7.50 | 2,167.50 |
| | | | | $270,160.60 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | | $ 1,000.00 |
| Signing (Temporary) | All Required | | 300.00 |
| | | | $ 1,300.00 |

**Utility Work**

| | | | |
|---|---|---|---|
| Work by Pacific Northwest Telephone | All Required | | $ 200.00 |
| Work by City of Bend (Water Line) | All Required | | 10,100.00 |
| Work by Central Oregon Irrigation Dist. | All Required | | 500.00 |
| | | | $ 10,800.00 |
| | Subtotal | | $282,260.60 |
| | 10% Engr. & Cont. | | 28,225.40 |
| | Total | | $310,486.00 |

**Type Code X061**
**North Canal Bridge** (**Br. #8888**)(**Sta. 10+70 to Sta. 12+40**)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Ect. | All Required | | $ 3,000.00 |
| Structural Excavation | 190 cu.yds. | $ 7.00 | 1,330.00 |
| Structural Excavation Below Elevation Shown | 10 cu.yds. | 15.00 | 150.00 |
| Class "A" Concrete (270 cu.yds. at $75.00) | All Required | | 20,250.00 |
| Type III Prestressed Beams (35' to 40') | 4 only | 780.00 | 3,120.00 |
| Type III Prestressed Beams (55' to 60') | 5 only | 1,200.00 | 6,000.00 |
| Type III Prestressed Beams (65' to 70') | 5 only | 1,475.00 | 7,375.00 |
| Metal Reinforcement (52,200 lbs. at $0.14) | All Required | | 7,308.00 |
| Metal Parapet Railing | 340 lin.ft. | 7.00 | 2,380.00 |
| 8-inch Metal Drain Pipe | 40 lin.ft. | 4.00 | 160.00 |
| | Subtotal | | $ 51,073.00 |
| | 10% Engr. & Cont. | | 5,107.00 |
| | Total | | $ 56,180.00 |

Length of Roadway - - - - - - - - - - - 0.827 Mile
Length of 1 Structure - - - - - - - - - 0.032 Mile
Length of 1 Structure - - - - - - - - - 0.053 Mile (Exception)
Total Length - - - - - - - - - - - - - 0.912 Mile
Cost of Roadway Per Mile - - - - - - - $375,436.51

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $310,486.00 | $195,000.00 | $115,486.00 |
| Structure | 56,180.00 | 35,000.00 | 21,180.00 |
| | $366,666.00 | $230,000.00 | $136,666.00 |

## PRESTRESSED BEAM QUANTITIES

### 35' to 40' Beams

| | | | | |
|---|---|---|---|---|
| Overhead | | | | $ 100.00 |
| Class "A-A" Concrete | 6.2 | cu.yds. | $75.00 | 465.00 |
| Metal Reinforcement | 744 | lbs. | 0.125 | 93.00 |
| Prestressed Steel | 328 | lbs. | 0.40 | 131.22 |
| | | | | $ 789.22 |

### 55' to 60' Beams

| | | | | |
|---|---|---|---|---|
| Overhead | | | | $ 100.00 |
| Class "A-A" Concrete | 9.1 | cu.yds. | $75.00 | 682.50 |
| Metal Reinforcement | 1,035 | lbs. | 0.125 | 129.38 |
| Prestressed Steel | 761 | lbs. | 0.40 | 304.42 |
| | | | | $1,216.30 |

### 65' to 70' Beams

| | | | | |
|---|---|---|---|---|
| Overhead | | | | $ 100.00 |
| Class "A-A" Concrete | 10.5 | cu.yds. | $75.00 | 787.50 |
| Metal Reinforcement | 985 | lbs. | 0.125 | 123.13 |
| Prestressed Steel | 1,149 | lbs. | 0.40 | 459.62 |
| | | | | $1,470.25 |

Oregon State Highway Department

Federal Aid
Project No. F-123(21)

## SWALLEY CANAL-E. REVERE AVENUE (BEND) SECTION
## OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 23, 1961

Type Code 6201
Roadway (Sta. "L" 778+00 thru Equa. "L" 780+51.74 = "LE" 0+00 to Sta. "LE" 45+10)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 10,000.00 |
| Drainage Excavation, Unclassified | 500 cu. yds. | $ 10.00 | 5,000.00 |
| Embankment in Place | 92,500 cu. yds. | 1.35 | 124,875.00 |
| Finishing Roadbed and Slopes | All Required | | 1,000.00 |
| 8-inch Culvert Pipe | 22 lin. ft. | 2.50 | 55.00 |
| 12-inch Culvert Pipe | 710 lin. ft. | 3.75 | 2,662.50 |
| 18-inch Culvert Pipe | 340 lin. ft. | 5.00 | 1,700.00 |
| 48-inch Coated Steel Pipe | 100 lin. ft. | 38.00 | 3,800.00 |
| 18-inch Sewer Pipe | 440 lin. ft. | 4.50 | 1,980.00 |
| 6-inch Perforated Metal Drain Pipe | 170 lin. ft. | 2.00 | 340.00 |
| Special Backfill in Drains | 16 cu. yds. | 8.00 | 128.00 |
| Concrete Inlets, Type "G" | 1 only | 125.00 | 125.00 |
| Concrete Inlets, Type "D" | 1 only | 100.00 | 100.00 |
| Concrete Manholes | 2 only | 350.00 | 700.00 |
| Salvage and Reinstall Guard Rail | 440 lin. ft. | 2.00 | 880.00 |
| Metal Guard Rail | 2,500 lin. ft. | 3.00 | 7,500.00 |
| Guide Posts, Type W-2 | 30 only | 8.00 | 240.00 |
| Coarse Crushed Material in Base | 15,400 tons | 2.50 | 38,500.00 |
| 3/4" - 0 Material in Base | 4,000 tons | 2.60 | 10,400.00 |
| Sprinkling | 900 M-gals. | 3.00 | 2,700.00 |
| Preparation of Base | All Required | | 500.00 |
| 3/4" - 0 Material in Binder Course | 110 cu. yds. | 5.00 | 550.00 |
| RC-3 Asphalt | 18 tons | 50.00 | 900.00 |
| Class "B" Asphaltic Concrete | 4,300 tons | 8.00 | 34,400.00 |
| Extra for Paving Approaches | 25 only | 30.00 | 750.00 |
| Asphaltic Concrete Traffic Markers, Type "L" | 320 lin. ft. | 1.00 | 320.00 |
| Shoring, Cribbing, etc. for Walls | All Required | | 1,000.00 |
| Structural Excavation for Walls | 350 cu. yds. | 4.00 | 1,400.00 |
| Structural Excavation Below Elevation Shown for Walls | 35 cu. yds. | 5.00 | 175.00 |
| Class "A" Concrete for Walls | All Required | | 8,340.00 |
| Metal Reinforcement for Walls | All Required | | 3,255.00 |
| Removal of Existing Sign Installation | All Required | | 100.00 |
| Metal Sign Supports | All Required | | 675.00 |
| Overhead Sign Structure | All Required | | 3,150.00 |
| Wood Sign Posts | All Required | | 246.00 |
| Type "C" and "R" Signs in Place | 123 sq. ft. | 4.20 | 516.60 |
| Type "E" Signs in Place | 34 sq. ft. | 5.00 | 170.00 |
| Type "A" Signs in Place | 289 sq. ft. | 7.50 | 2,167.50 |
| | | | $271,300.60 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | | $ 1,000.00 |
| Signing (Temporary) | All Required | | 300.00 |
| | | | $ 1,300.00 |

**Utility Work**

| | | | |
|---|---|---|---|
| Work by Pacific Northwest Telephone | All Required | | $ 200.00 |
| Work by City of Bend (Water Line) | All Required | | 10,100.00 |
| Work by Central Oregon Irrigation Dist. | All Required | | 500.00 |
| | | | $ 10,800.00 |
| | Subtotal | | $283,400.60 |
| | 10% Engr. & Cont. | | 28,299.40 |
| | Total | | $311,700.00 |

**Type Code 1081**
**North Canal Bridge** (Br. #8888) (Sta. 10+70 to Sta. 12+40)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 3,000.00 |
| Structural Excavation | 190 cu. yds. | $ 7.00 | 1,330.00 |
| Structural Excavation Below Elevation Shown | 10 cu. yds. | 15.00 | 150.00 |
| Class "A" Concrete (270 cu. yds. at $75.00) | All Required | | 20,250.00 |
| Type III Prestressed Beams (35' to 40') | 4 only | 780.00 | 3,120.00 |
| Type III Prestressed Beams (55' to 60') | 5 only | 1,200.00 | 6,000.00 |
| Type III Prestressed Beams (65' to 70') | 5 only | 1,475.00 | 7,375.00 |
| Metal Reinforcement (52,200 lbs. at 0.14) | All Required | | 7,308.00 |
| Metal Parapet Railing | 340 lin. ft. | 7.00 | 2,380.00 |
| 8-inch Metal Drain Pipe | 40 lin. ft. | 4.00 | 160.00 |
| | Subtotal | | $ 51,073.00 |
| | 10% Engr. & Cont. | | 5,107.00 |
| | Total | | $ 56,180.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . . . . . . | 0.827 Miles |
| Length of 1 Structure . . . . . . . . . . . . . . . | 0.032 Miles |
| Length of 1 Structure . . . . . . . . . . . . . . . | 0.053 Miles(Exception) |
| Total Length . . . . . . . . . . . . . . . . . . | 0.912 Miles |
| Cost of Roadway Per Mile . . . . . . . . . . . . | $376,904.47 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $311,700.00 | $195,000.00 | $116,700.00 |
| Structure | 56,180.00 | 35,000.00 | 21,180.00 |
| | $367,880.00 | $230,000.00 | $137,880.00 |

# PRESTRESSED BEAM QUANTITIES

## 35' to 40' Beams

| | | | |
|---|---|---|---|
| Overhead | | | $ 100.00 |
| Class "A-A" Concrete | 6.2 cu. yds. | $75.00 | 465.00 |
| Metal Reinforcement | 744 lbs. | 0.125 | 93.00 |
| Prestressed Steel | 328 lbs. | 0.40 | 131.22 |
| | | | $ 789.22 |

## 55' to 60' Beams

| | | | |
|---|---|---|---|
| Overhead | | | $ 100.00 |
| Class "A-A" Concrete | 9.1 cu. yds. | $75.00 | 682.50 |
| Metal Reinforcement | 1,035 lbs. | 0.125 | 129.38 |
| Prestressed Steel | 761 lbs. | 0.40 | 304.42 |
| | | | $1,216.30 |

## 65' to 70' Beams

| | | | |
|---|---|---|---|
| Overhead | | | $ 100.00 |
| Class "A-A" Concrete | 10.5 cu. yds. | $75.00 | 787.50 |
| Metal Reinforcement | 985 lbs. | 0.125 | 123.13 |
| Prestressed Steel | 1,149 lbs. | 0.40 | 459.62 |
| | | | $1,470.25 |

RECEIVED
MAY 3 1962
FORM E-30X—50M—6-61—36682
FOR FILING

F-[illegible]

5959

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1962

To: MEMO TO THE FILES

SUBJECT: Landscaping of Intersection
Swalley Canal-E. Revere St. Section
Contract No. 5959

A request has been made by the Division Engineer in Bend for authorization to do some landscape work at the intersection of the old highway and the new route near the north end of this project. He estimates that the total cost of this work is $4,700.00.

In order to expedite the work he has placed top soil over the areas he proposes to landscape. He has also installed the pipes under the areas to be paved which will later serve to supply irrigation water if the request is approved.

The matter has been discussed with Mr. Astrup and with the Area Engineer of the Bureau of Public Roads. They both agree that the proposal merits approval. However, it is the feeling that it should not be added to the existing project. Furthermore, Federal Aid funds are almost non-existant at this time, and it is the considered opinion of the Office Engineer, Mr. Young, that none can be released for this work. Besides that, a satisfactory landscape job cannot be accomplished in this area until later in the fall when we can take advantage of the rainy weather.

Mr. Morgan has discussed the matter with the Division Engineer and will look over the plan, a copy of which is attached, in the field in the near future. Following Mr. Morgan's inspection we will make further recommendations concerning this matter.

F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment
cc: R. L. Porter ✓
Mark Astrup
Dean Swift

RECEIVED
MAY 2 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

RECEIVED
APR 23 1962
FOR FILING

[illegible]

[illegible]

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1962

Central Oregon Irrigation District
P. O. Box 548
Redmond, Oregon

ATTENTION: Mr. E. G. Mansfield

Re: Electric Alarm System Adjustment
Swalley Canal-E. Revere Ave. (Bend) Section
Project No. F-123(21)

Gentlemen:

Your estimate and sketch map for the adjustment of the alarm system on this project has been approved by the State and Bureau of Public Roads. You are hereby authorized to proceed with the work as of April 11, 1962. This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the lump sum in the amount of $269.50 upon the completion of the work and the receipt of your bill in a lump sum amount forwarded through the Resident Engineer.

Please notify the Resident Engineer, Mr. R. H. Clark, Bend, when you expect to begin work.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
Dean Swift
R. H. Clark
C. G. Polk
C. H. Maison

RECEIVED
APR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1962
FOR FILING

5969

April 17, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Swalley Canal-E. Revere Ave. (Bend)
The Dalles-California Highway
Deschutes County
Project No. F-123(21)

Reference is made to the agreement with Central Oregon Irrigation District covering adjustment of its signal alarm system on the subject project, submitted for your approval April 11, 1962.

Attached are two copies of a letter dated April 13, 1962, by which the District agrees to a lump sum payment in the amount of $269.50. This is the amount of the estimate. Our letter also requested that reimbursement be made on lump sum basis.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

RECEIVED
APR 19 1962

FOR FILING

**TO** : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

**DATE:** April 13, 1962

C G Polk

**FROM** : C. G. Polk, Division Engineer
Salem, Oregon

5959

**SUBJECT:** Utility Adjustment
Central Oregon Irrigation District
Swalley Canal - E. Revere Avenue (Bend) Section
The Dalles-California Highway

Your letter of April 3, 1962 and the Utility's letter of April 7, 1962, are approved as the basis for an agreement covering the adjustment of the Utility's electric alarm system.

Authorization to proceed is granted as of April 11, 1962. Reimbursement on a lump sum basis in the amount of $269.50 will be made, subject to the provisions of PPM 30-4 and acknowledgment from the Utility that the lump sum basis is satisfactory.

Copies To:
Region
Planning -- with Enclosures
([illegible])
4-17-62

RECEIVED
APR 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

[illegible] OF DIRECTORS
[illegible], President
[illegible] S. NELSON, Vice President
[redacted]
[illegible] L. [illegible]
[illegible] PAYNE
[illegible] H. NIERMANN

Central Oregon Irrigation District
MUNICIPAL CORPORATION OF THE STATE OF OREGON
REDMOND, OREGON

E. G. MANSFIELD
Manager
[illegible]
Secretary
[illegible] & [illegible]
Counsel
ROBERT A. ANDERSON
Ass't Manager

April 7, 1962

State of Ore[illegible]
Highway Dept.
Salem, Oregon

Attention: T. W. Litchfield

Dear Sir:

Referring to our letter of April 2, 1962 and my conversation with you, we are sending you with a more complete estimate cost on the replacement of the signal system that was torn down.

The following is an estimated cost of re-establishing the alarm system:

Material:

| | |
|---|---|
| Four (4) 24 foot telephone poles @ $18.00 | $72.00 |
| 175 feet insulated ground wire @ $.10 | 17.50 |

Labor:

| | |
|---|---|
| Setting poles and installing wire, three (3) men three (3) days---72 man hours @ $2.50 | 180.00 |

| | |
|---|---|
| Total estimated cost | $269.50 |

Yours truly,

OK FOR LUMP SUM AGREEMENT.

EGMansfield
E. G. Mansfield, Manager

EGM:mma

COPIES TO:
DB PARKES (3)
DIVISION IV (3)
ACCOUNTING (1)
4-10-62
T.

CONSTRUCTION DIVISION
REC[illegible]
APR 10 1962
[illegible]

COMMISSIONERS
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
State Highway Engineer
G. S. PAXSON
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

April 3, 1962

Central Oregon Irrigation District
P.O. Box 548
Redmond, Oregon

Re: Alarm System Adjustment
Swalley Canal-E.Revere Ave. (Bend) Section
The Dalles-California Highway
Deschutes County
Project No. F-123(21)

Gentlemen:

Bids were opened on the above-titled project on September 13, 1961. A certain electric alarm system owned by the District must be adjusted in order to accommodate the highway construction as it crosses the project in the vicinity of Station 11+40.

Said electric alarm system is located on the private property of the District. As to facilities which are located on private property it is the obligation of the State to reimburse the District for the proper and reasonable cost of the adjustment under Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads, and amendments and supplements thereto. In the event any of the work for which State is to make reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4. Under this provision, work performed by anyone not on the payroll of your District as a regular employee is considered as contract work; for example, the employment of a consultant engineer.

In order that we may comply with the federal regulations, it is requested that you submit a sketch map or maps, together with a cost estimate of the work, in conformance with the requirements of PPM 30-4. These should be sent to Mr. F. D. Morgan, Construction Engineer, State Highway Building, Salem. State will advise you of authority to proceed with the necessary work. For your information a set of instructions is attached hereto relative to billing under PPM 30-4.

Further details may be secured from Mr. R. H. Clark, P.O. Box 1249, Bend, Oregon, who is the Resident Engineer on the project. In the event the relocation is on highway right of way, Mr. A. W. Bates is the District Maintenance Superintendent for District 4B, in which the project is located, and should be contacted in regard to obtaining a permit for the said relocation.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: C. H. Baker
C. H. Maison
Ted Litchfield (3)
Dean Swift
R. H. Clark
A. W. Bates
G. W. Ross

Central Oregon Irrigation District
MUNICIPAL CORPORATION OF THE STATE OF OREGON
REDMOND, OREGON

April 2, 1962

State of Oregon
Highway Dept.
Salem, Oregon

Attention: T. W. Litchfield

Dear Sir:

Referring to reconstruction of #97 Highway, Bend North limits (Franklin Ave. section) and more particularly to the section at the cross-over of the North Canal and North Unit Canal, in which the signal alarm system was torn down, belonging to the Central Oregon Irrigation District.

The following is an estimated cost of re-establishing the alarm system:

Material:

| | |
|---|---|
| Four (4) 24 foot telephone poles @ $18.00 | $72.00 |
| 175 feet insulated ground wire @ $.10 | 17.50 |

Labor:

| | |
|---|---|
| Setting poles and installing wire, three (3) men three (3) days. | 180.00 |

Total estimated cost $269.50.

I am sending a small sketch map of alarm system reconstruction under separate cover.

Yours truly,

E O Mansfield

E. O. Mansfield, Manager

EOM:mm

Distribution
3 to Office Eng
3 to Div.
1 to [illegible]
4-5-62 [illegible]

CONSTRUCTION DIVISION
RECEIVED
APR 3 1962
NOTED- ☐ ☑ ☑ ☐ ☐

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APR 12 1962
FORM E-30X—80M—6-61—36682
FOR FILING

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5959

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1962

SUBJECT: Alarm System Adjustment
Swalley Canal-E. Revere St. Sec.
The Dalles-California Highway
Deschutes County
Project No. F-123(21)

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Enclosed are three (3) copies of the estimate and sketch map submitted by the Central Oregon Irrigation District for the adjustment of their facility on this project.

Please prepare and submit a State Force Order for the work.

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
encs.

cc: G. S. Paxson

NOTED
G. S. PAX

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APR 11 1962
FOR FILING

F 123(21)

5951

April 11, 1962

Swalley Canal-E. Revere Ave.
(Bend) Section
The Dalles-California Highway
Deschutes County
Project No. F-123(21)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of the Central Oregon Irrigation District's alarm system in connection with construction of the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation to reimburse the District for adjusting an alarm system.

2. Two copies of the estimate of cost prepared by the District, for lump sum reimbursement.

3. Two copies of the sketch prepared by the District showing adjustments to be made.

Your approval of the agreement as evidenced by the exchange of letters above and authorization to proceed with the work as of this date with reimbursement to be made on lump sum basis under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Encs.

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FOR FILING
5959

FORM E-30X—50M—6-61—36682

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

SUBJECT: Central Oregon Irrigation District
Alarm System Adjustment
Swalley Canal-E.Revere Ave. (Bend) Section
The Dalles-California Highway
Deschutes County
Project No. F-123(21)

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

Attention: Mr. Joe Hershberger

Bids were opened on this project on September 13, 1961. An electric alarm system owned by the Central Oregon Irrigation District, P. O. Box 548, Redmond, Oregon, crosses the proposed new construction in the vicinity of Station 11+40 and must be adjusted. This alarm is located on the property of the Irrigation District.

It is the obligation of the State to reimburse the District the cost of adjusting their facilities on private property. In view of the above, it is recommended that the District be requested to prepare and submit an estimate and sketch map for the work in accordance with PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the District when such authority is obtained.

Mr. R. H. Clark, P. O. Box 1249, Bend, Oregon, is the Resident Engineer.

Mr. A. W. Bates is D.M.S. for District 4B.

F. D. Morgan
Construction Engineer

By T.W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

FWS:bjh

cc: G. S. Paxson ✓

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-20X—50M—6-61—30662
FOR FILING

5959

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Swalley Canal-E. Revere (Bend) Sec.
The Dalles-California Highway
No. 4 (US 97)

Contract No. 5959

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

The attached copy of letter dated January 25, 1962, from F. B. Crandall, Traffic Engineer, with reference to a signing revision on type "R" Route Markers for the above project is self-explanatory.

Seven sheets of Drawing S7 detail sheet are also attached.

Will you please see this revision becomes a part of the plans and is carried out in construction. Price Agreements with the contractor should be obtained in all instances.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
1 1962

FOR FILING

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## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 25, 1962

SUBJECT: Signing Revision
Swalley Canal-[illegible]. Revere (Bend) Section
The Dalles-California Highway No. 4 (US97)
Contract #5959

To:

Frank Morgan
Construction Engineer
OFFICE

To provide greater clarity, the Type "G" Route Markers, which are used on porcelain enameled aluminum destination signs, have been revised as shown on the attached detail sheet. Would you please see that this sheet replaces the sheet that is bound in with the contractor's plans for the above contract.

This change has received the preliminary approval of the Bureau of Public Roads.

It is estimated that this revision will result in a cost increase of $75.00.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:mgm
cc: Tom Edwards ✓
Attachments

NOTED
TOM EDWARDS

RECEIVED
N 13 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5959

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 9, 1962

Mr. J. V. Riscoe
Electrical Products Corp.
3500 S. W. Bond Avenue
Portland 1, Oregon

Dear Sir:

Enclosed is a copy of the working drawings for sign layout on the Swalley Canal-East Revere Avenue (Bend) Section of The Dalles-California Highway, Contract No. 5959. The working drawings have been checked and are approved as noted.

It the future it would be appreciated if three copies were submitted.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By Original Signed
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

Attachment
DPD:sm
bc: Tom Edwards
Frank Morgan
Dean Swift
R. H. Clark

NOTED
TOM EDWARDS

RECEIVED
JAN 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5959

December 19, 1961

Mr. L. N. Ellsworth
Assistant Treasurer
Electrical Products Corporation of Oregon
3500 S. W. Bond Avenue
Portland 1, Oregon

Dear Mr. Ellsworth:

We are returning two of the three samples which you have recently submitted for approval of the porcelain enamel surface to be used in the fabrication of Type 'A' signs on the Swalley Canal-East Revere Avenue, Bend, Grading, Paving, Structures, and Signing Contract No. 5959.

Please be advised that the sample is approved as to color only. The remainder of the items concerning porcelain enamel, as required by the special provisions on this project, must be approved at the proper time.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

Attachments
[illegible]
bc: Tom Edwards
. L. Coats
Dean Swift
F. B. Morgan

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STATE HIGHWAY ENGINEER

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DEC 5 1961

FOR FILING

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5959

Salem, Oregon
November 13, 1961

O. B. Riley County Road
Smalley Canal-North Revere
Street
The Dalles-California Highway

Mr. S. H. Cox
County-City Relations Engineer
OFFICE

I hand you herewith a file which has to do with the matter that was brought to my attention by Judge Penhollow, of Deschutes County, having to do with the occupancy by the State of a portion of the O. B. Riley County Road on Highway 97 at the north limits of Bend.

I doubt that this matter is very serious but suggest that when you or some of your minions are in Bend that you discuss the matter with Judge Penhollow.

If any further action is necessary, please advise.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc W. C. Williams
Tom Edwards
Walter T. Wright

FORM [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1961

**SUBJECT:**

To: MEMO TO FILE

Judge Penhollow, of Deschutes County, was in my office this date and among other things mentioned the fact that he believed the Highway Department was constructing the northerly extension of the Third Street project in Bend across the O. B. Riley County Road without having made any arrangements with the County Court.

I believe that Riley Road was formerly the route of The Dalles-California Highway near the Swalley Canal northerly of Bend. Edwards will look into this and make a report. If any information should be transmitted to the Right of Way Division, please do so.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc W. C. Williams
Tom Edwards
Walter T. Wright

11-8-61
copy referred to Edw.
asking for a report

RECEIVED
OCT 23 1961

FOR FILING

[illegible]

5959

October 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering welding an elbow extension to a 48" steel irrigation pipe on the Swalley Canal-East Revere Ave. (Bend) Section of The Dalles-California Highway in Deschutes County, Contract No. 5959, in connection with Federal Aid Project No. F-123(21).

The 48" welded steel irrigation pipe empties into Swalley Canal at approximate right angle with sufficient head to cause erosion. Due to the widening of the highway there is not room for a stilling basin.

It is necessary to weld a short elbow onto the pipe to head the stream of water parallel and into the ditch to prevent the erosion.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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OCT 16 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

3939

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 13, 1961

Pacific Northwest Bell Telephone Co.
410 N.E. Clackamas Street
Portland 12, Oregon

Telephone Line Adjustment
Swalley Canal-E. Revere Ave.
The Dalles-California Highway
Deschutes County

Attn: Mr. M. E. Bousha

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the above named project by the State and Bureau of Public Roads. You are hereby authorized to proceed with the adjustments as of October 10, 1961. Reimbursement for subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

by

C Baker

C. H. Baker
Ass't Field Construction Engineer

FS:db
cc: Forrest Cooper ✓
R. L. Porter
Dean Swift
R. H. Clark
C. H. Maison
Bureau of Public Roads

NOTED
FORREST COOPER

RECEIVED
OCT 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1961

FOR FILING
F-123(21)
5959

477 Cottage St. N.E.
Salem, Oregon

October 12, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: T. Dec
District Engineer

Utility Adjustment - Pacific Northwest Bell Telephone Co.
Swalley Canal-E. Revere Ave. Section, The Dalles-California Highway
Project F-123(21)

We hereby approve the agreement evidenced by the exchange of letters dated September 1, 1961 and October 3, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of October 10, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
OCT 12 1961
FORM E-128
FOR FILING

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5959

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 12, 1961

Mr. R. L. Coats
1270 Trenton Avenue
Bend
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5959, awarded September 15, 1961, for grading-paving-structures-signing on the Swalley Canal-E. Revere Ave. Section (Bend) of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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OCT 17 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-123(31)

5959

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 10, 1961

City of Bend
City Hall
Bend, Oregon

Attention: Mr. John Eaton

Water Line Adjustments
Swalley Canal-East Revere
Avenue Section
The Dalles-California Highway
Deschutes County F-123(21)

Gentlemen:

Your estimate and plan of work for the adjustment of your water lines on the above-named project have been approved by the Bureau of Public Roads. You are hereby authorized to proceed with the work as of October 6, 1961.

Reimbursement for work done subsequent to the above date will be made under the terms of the City Agreement and PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Ass't. Field Construction Engineer

TWL:fp

cc C. G. Polk
Forrest Cooper ✓
C. H. Maison
R. L. Porter
Dean Swift
R. H. Clark

NOTED
FORREST COOPER

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OCT 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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October 10, 1961

Swalley Canal-E. Revere Ave. (Bend) Sec.
The Dalles-California Highway
Deschutes County, Project No. F-123(21)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustments of the Pacific Northwest Bell Telephone Company's facilities in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for adjusting certain portions of its facilities.

2. Two copies of the Company's estimate of cost for moving these facilities.

3. Two copies of the sketch prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

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OCT 16 1961
FOR FILING

5939

477 Cottage St. N.E.
Salem, Oregon

October 6, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project F-123(21), City of Bend Utility Adjustment
Swalley Canal-E. Revere Ave. (Bend) Section

Your formal agreement with the City of Bend dated September 15, 1961 concerning the subject project was approved by this office on August 10, 1961. This approval was subject to the understanding that, in future agreements of this type, paragraphs 2 and 3 of the GENERAL PROVISIONS would be the same as paragraphs 5 and 6 of the GENERAL PROVISIONS in your agreement with the City of Empire for Project S-207(6). In addition, our formal approval will be granted after the agreement is executed.

Mr. Porter's October 6, 1961 letter furnished copies of the estimate and plans for adjusting city-owned utilities in accordance with the agreement. We understand that the work involves lowering and/or moving water lines indicated with no additional pipes, valves, etc., being required. Materials reported in the estimate cover powder to be used in lowering of lines in rocky areas.

Authorization to proceed with the utility adjustments as requested is granted as of October 6, 1961 subject to the provisons of PPM 30-4.

NOTED
FORREST COOPER

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copy to: [illegible]

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FOR FILING
F-123(21)
4949

October 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Swalley Canal-E. Revere Ave. (Bend) Sec.
The Dalles-California Highway
Deschutes County, Project No. F-123(21)

Herewith are the following data covering the adjustment of the City of Bend water mains, hydrants and services in connection with construction of the subject project:

1. Two copies of the City's estimate of cost for making the adjustments.

2. Two copies of the plan sheets 4, 5 and 6 on which the adjustments to be made are shown.

The agreement with the City of Bend has previously been submitted to you. Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED

OREGON AUTOMOBILE INSURANCE CO.

# C. A. TOMASSENE & SONS

1002 CASCADE BLDG.
PHONE: CA. 7-1149
PORTLAND 4, OREGON

E-13[illegible]

5959

October 5, 1961

Oregon State Highway Commission

Salem, Oregon

file

Gentlemen:

We are enclosing two copies of contract #5959 for R. L. Coats, contractor, covering the Swalley Canal, E Revere Ave., Bend, Oregon.

We are securing the necessary certificates of insurance and Railroad Protective Policy and they will be forwarded to you under separate cover either Friday or Saturday.

Trusting this is satisfactory and thanking you, I am

Yours very sincerely,

C.A.TOMASSENE & SONS

By: CA Tomassene

Jc

CAT:w
Encl.

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OCT 6 1961
OREGON
STATE HIGHWAY COMMISSION

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OCT 4 1961
FOR FILING
F-123(21)
5959

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October 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Swalley Canal-E. Revere Ave. (Bend) Section of The Dalles-California Highway in Deschutes County, Contract No. 5959, in connection with Federal Aid Project No. F-123(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~October~~ Sept. 30 30, 19 61

Section Swalley Canal-E. Revere Ave. (Bend)

Kind of work Grading, Paving, Struct. & Signing

Highway The Dalles-Calif County Deschutes

Section prefix 9-1060

Contractor R. L. Coats

Contract number 5959

Date of contract September 15, 19 61

Specified work days 85

Date work started September 22, 19 61

Work days used 5

Project authorization $ 342,156.15

Exclusive of engineering $ 317,825.05

Per cent of time elapsed 5.88 %

Estimated cost of completed project, exclusive of engineering $ 317,825.05

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 3 %

Engineering authorization $ XXX 24,331.10

Engineering cost to date $ 535.00, 2.20 %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 80 | 0 | 0 | 0 | 0 | 0 | 0 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Estimated Date of Completion: May 1, 1962

Contractor started clearing R/W on Monday.

Subcontractor started drilling in cut at Sta. 5 on Tuesday.

Contractor Dug footing for Swalley Canal retaining wall and hauled 70 cu. yd. bedding material for 48" pipe at Swalley Canal crossing.

DIVISION
OCT 2 1961
NOTED
COE

NOTED
JOHN R. OAKES

Signed R. H. Clark R H Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 1.0 | 1.0 | | 1.0 | 1.0 |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | 93,000 | 19,400 | | 18 Ton<br>110 c.y. | 4,300 |
| Total quantities corrected to date | Same | | | Same | |
| Estimated quantities moved or placed to date | 70 | | | | |
| Average daily quantities | 70 (1 da) | | | | |
| Average daily quantities necessary to complete project on time | 1,160 | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 6 | | | | |
| Men | 4 | | | | |
| Supervision | 2 | | | | |
| Men and trucks under 3 tons | 2 | | | | |
| Men and trucks over 3 tons | 1 | | | | |
| Men and tractors | 1 | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors 2, Bulldozers 1, Compaction rollers .........., 1 Wagon Drill .........., ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair-Mild | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | Windy-Cool | | |
| Friday | Fair-Warmer | | |
| Saturday | | | |

RECEIVED
OCT 16 1961
FOR FILING

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5959

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 27, 1961

Agenda Item 5k-2
Throughway Agreement
Swalley Canal-E. Revere Ave. Sec.
The Dalles-California Hwy.
City of Bend

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with the City of Bend covering the Swalley Canal-E. Revere Avenue Section of The Dalles-California Highway in the City of Bend.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Bend.

Secretary

rn
Attach: 1

FORM E-30 80M 3-61 94397

AGENDA
SEP 15 1961

5k-2

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1961

SUBJECT: Throughway Agreement
Swalley Canal-E. Revere Ave. Section
The Dalles-California Highway
City of Bend

To: Mr. G. S. Paxson

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the City and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 12/12/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb
Att.

1 copy filed

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

A)
2 COPIES TO BE SIGNED

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

M

RECEIVED
OCT 16 1961
FOR FILING

| |
|---|
| F-123(21) |
| |
| 5957 |

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
September 27, 1961

Agenda Item 51-1

Mr. W. C. Williams
State Highway Engineer
Office

Attached are three conformed copies of an agreement with The Deschutes Reclamation & Irrigation District covering construction of the Revere Street-Swalley Canal Section of The Dalles-California Highway north of Bend.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to The Deschutes Reclamation & Irrigation District.

Secretary

rn
Attach: 3

RECEIVED
OCT 16 1961
FOR FILING

F-123(21)

5757

MISC. CONTRACTS and
AGREEMENTS No.

September 27, 1961

Agenda Item 51-2

Board of Directors
Central Oregon Irrigation District
Redmond, Oregon

Gentlemen:

We are enclosing for the records and files of the Central Oregon Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Central Oregon Irrigation District covering construction on the Swalley Canal-Revere Street Section of The Dalles-California Highway near Bend.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

One fully executed copy of the above agreement has been retained in this office for the Commission's files.

LAW OFFICES OF
**CUNNING, BREWSTER & COPENHAVER**
TELEPHONE: REDMOND LI 8-2151
REDMOND, OREGON

MAX A. CUNNING
GEORGE H. BREWSTER
JOHN M. COPENHAVER
JOSEPH LARKIN

September 7, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Paxson:

I am sending you two copies of the agreement between the Highway Commission and the Central Oregon Irrigation District, executed by the entire Board of Directors, conditional upon one thing. The District executed the agreement and delivers it subject to the understanding that the culvert from the Ditch Rider Road is to be constructed so as to carry the water collected in the Ditch Rider Road into the North Unit Main Canal.

We so interpreted the plans, called Mr. Clark, your construction engineer at Bend, and he assured us that the plan contemplated carrying the water from the manhole in the Ditch Rider Road to a culvert to the North Unit Canal, and on that assurance the District has signed the agreement.

Very truly yours,

Geo Brewster
George H. Brewster

GHB:lf
Encs. 2

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

cc: Central Oregon Irrigation District
Redmond, Oregon

RECEIVED
8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1961

FOR FILING

[illegible]

5959

September 27, 1961

Mr. R. L. Coats
1270 Trenton Ave.,
Bend
Oregon

**Contract #5959 - awarded Sept. 15, 1961**
**Grading-paving-structures-signing**
**Swalley Canal-E. Revere Ave.(Bend)**
**Deschutes County.**

Dear Sir:

Due to an oversight, the revised "minimum hourly wage rates" for Hoisting and Portable Engineers, were not included when this contract was being assembled. We are enclosing three sets for the three copies of contract #5959 sent to you on September 26, 1961.

Will you please insert them in the front part of the contract ust after the sheet entitled "Revisions of Special Provisions".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Enc.

RECEIVED
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FOR FILING

5959

September 27, 1961

The Deschutes Reclamation & Irrigation Company
182 Yale Ave.
Bend, Oregon

Gentlemen:

We are enclosing for the records and files of the Deschutes Reclamation & Irrigation District a fully executed copy of an agreement between the State Highway Commission and The Deschutes Reclamation & Irrigation District covering construction of Revere Street-Swalley Canal Section of The Dalles-California Highway north of Bend.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

RECEIVED
SEP 27 1961
FOR FILING

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5959

September 27, 1961

Julia S. Johnson, City Recorder
City Hall
Bend, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Bend a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Bend covering the Swalley Canal-E. Revere Avenue Section of The Dalles-California Highway in Deschutes County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

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SEP 27 1961
FOR FILES
F-133(21)

5999

Salem, Oregon
September 26, 1961

Swalley Canal-East Revere Street Sec.
The Dalles-California Highway
Deschutes County

Mr. Dean Swift
Division Engineer
Bend

The contract for the subject project was awarded to R. L. Coats. At the time he took out plans some question was raised as to his ability to perform the excavation and other grading work on the project since in the past he has been primarily a structural contractor.

Attached is a copy of a letter from Mr. Coats setting orth the amount of subcontracting which he proposes to do.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

FORM E-30 5OM 7-60 29395

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1961

SUBJECT: R. L. Coats
Swalley Canal-East Revere Ave. Job

To:
Forrest Cooper
Deputy State Highway Engineer

Attached is a copy of a letter, signed by Mr. R. L. Coats, concerning the amount of work which he proposes to sub on the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Bend.

We asked Mr. Coats to provide this information as he is prequalified and is known to us as a building and structure contractor, whereas the predominate part of the work in this project is grading, paving and crushed rock.

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary

FQ:jmc

Att.

cc: G. L. Paxson ✓

RECEIVED
SEP 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1961
FOR FILING

| |
|---|
| Const |
| Bids |
| Term |
| |

R. L. Coats
1270 Trenton Ave.
Bend, Oregon
Sept. 7, 1961

Floyd Query, Secretary
Oregon State Highway Commission

6
9-13

Ref: Swally Canal- E. Revere St. Section of The Dalles-Calif. Hwy. job to be let for bid Sept. 13, 1961.

Dear Sir:

The work plan I have for the above job is as explained below.

The amount of work I will sublet on the above job, if I am the successful bidder, will be the approximately 20,000 Cu. Yds. of Rock excavation in the road bed sections; laying of the base material and the paving. I will purchase the crushed base material from a commercial plant in the vicinity and also the crushed rock for the paving. the rest of the work I will do with my own crew and equipment.

Very truly yours

R. L. Coats

R. L. Coats

NOTED
FLOYD QUERY

RECEIVED
SEP 11 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 25 1961
FOR FILING

[illegible]

5959

September 25, 1961

Mr. H. E. May, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of our Contract No. 5959 with R. L. Coates together with a copy of the special provisions and plans covering grading, paving, structural and signing work on the Swalley Canal-East Revere Avenue (Bend) Section of The Dalles-California Highway in Deschutes County, bids for which were received in Salem on September 13, 1961.

In general the improvement does not encroach upon Oregon Trunk Railroad property except for fill encroachments at the ends of the proposed R.R. overcrossing structure as indicated on sheet 5 of the accompanying plans for this project.

The special provisions augment our standards for railroad protection particularly as given on pages 109 to 114 inclusive of the special provisions, and our contractor is to provide $100,000 - $250,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:bb

cc: Mr. G. S. Paxson

RECEIVED
SEP 14 1961
FOR FILING

F-183( )

5927

Salem, Oregon
September 13, 1961

Swalley Canal-East Revere
Avenue Section
The Dalles-California Highway
Deschutes County

Mr. Tom Edwards

Herewith copies of an agreement between the North Unit Irrigation District and the Bureau of Reclamation and the State covering the crossing of the North Unit Main Canal.

The agreement will be presented to the Highway Commission at its meeting on September 15.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. R. L. Porter
Mr. Dean Swift
Mr. C. H. Baker

RECEIVED
SEP 14 1961
FOR FILING

[illegible]

5957

September 13, 1961

Oregon State Highway Commission

Gentlemen:

The construction of the Smalley Canal-East Revere Avenue Section of The Dalles-California Highway in and north of Bend requires the crossing of the North Unit Main Line Canal, which is owned and operated by the North Unit Irrigation District and the U. S. Bureau of Reclamation.

There will be before you at this Commission meeting an agreement between the Bureau of Reclamation and the District and the State covering the crossing of this canal. I would recommend your approval and execution of the agreement.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc Mr. G. S. Paxson

GSP:ae fn

RECEIVED
SEP 14 1961

FOR FILING

F-123(21)

5959

Salem, Oregon
September 13, 1961

R. L. Coats
Swalley Canal-East Revere Ave. Job

Forrest Cooper
Deputy State Highway Engineer

Attached is a copy of a letter, signed by Mr. R. L. Coats, concerning the amount of work which he proposes to sub on the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway in Bend.

We asked Mr. Coats to provide this information as he is prequalified and is known to us as a building and structure contractor, whereas the predominate part of the work in this project is grading, paving and crushed rock.

Floyd Query, Secretary

FQ:jmc

Att.

cc: G. L. Paxson

RECEIVED
SEP 12 1961
FOR FILING

R. L. Coats
1270 Trenton Ave.
Bend, Oregon
Sept. 7, 1961

Floyd Query, Secretary
Oregon State Highway Commission

Ref: Swally Canal- E. Revere St. Section of The Dalles-Calif. Hwy. job to be let for bid Sept. 13, 1961.

Dear Sir:

The work plan I have for the above job is as explained below.

The amount of work I will sublet on the above job, if I am the successful bidder, will be the approximately 20,000 Cu. Yds. of Rock excavation in the road bed sections; laying of the base material and the paving. I will purchase the crushed base material from a commercial plant in the vicinity and also the crushed rock for the paving. the rest of the work I will do with my own crew and equipment.

Very truly yours

R. L. Coats

R. L. Coats

NOTED
FLOYD QUERY

RECEIVED
SEP 11 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1961
FOR FILING

[illegible]

5959

September 11, 1961

Oregon State Highway Commission

Gentlemen:

Re: Swalley Canal-Revere Street Section
The Dalles-California Highway

The reconstruction of the The Dalles-California Highway in and north of Bend necessitates the crossing of the North Unit Main Canal and ditch rider road of the Central Oregon Irrigation District. There will be before you at the next Commission meeting an agreement with the District covering the crossing.

Your approval of the agreement and authority for the Secretary to execute the agreement are recommended.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

GSP:ae me

cc G. S. Paxson
Dean Swift

RECEIVED

FOR FILING

F-123(2)

5-259

MAX A. CUNNING
GEO. H. BREWSTER
JOHN M. COPENHAVER
JOSEPH LARKIN

LAW OFFICES OF
CUNNING, BREWSTER & COPENHAVER
TELEPHONE: REDMOND LI 8-2151
REDMOND, OREGON

September 7, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Paxson:

I am sending you two copies of the agreement between the Highway Commission and the Central Oregon Irrigation District, executed by the entire Board of Directors, conditional upon one thing. The District executed the agreement and delivers it subject to the understanding that the culvert from the Ditch Rider Road is to be constructed so as to carry the water collected in the Ditch Rider Road into the North Unit Main Canal.

We so interpreted the plans, called Mr. Clark, your construction engineer at Bend, and he assured us that the plan contemplated carrying the water from the manhole in the Ditch Rider Road to a culvert to the North Unit Canal, and on that assurance the District has signed the agreement.

Very truly yours,

Geo Brewster
George H. Brewster

GHB:lf
Encs. 2

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

cc: Central Oregon Irrigation District
Redmond, Oregon

NOTED
FLOYD QUERY

RECEIVED
SEP 8 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED
AUG 29 1961

FOR FILING

F 148 (-1)

7959

Salem, Oregon
August 28, 1961

Swalley Canal-East Revere
Avenue Section
The Dalles-California Hwy.
Deschutes County

Mr. Tom Edwards
Mr. Dean Swift

Herewith copy of an agreement between the State and the Central Oregon Irrigation District covering the crossing of the North Canal.

This agreement is to be presented to the Commission for execution at its meeting on September 15.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
AUG 30 1961
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1961

SUBJECT: Construction Plans
Swalley Canal-E. Revere Ave. Sec.
The Dalles-California Highway
Deschutes County

To:

Mr. S. N. Mayhew
Right of Way Supervisor
State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Enclosed you will find one set of construction plans for the subject section. These are to be delivered to Mr. W. E. Buell, 126 Sherlock Building, Portland 4, at the time you make contact with him to obtain an easement to cross the North Canal of the Central Oregon Irrigation District.

Further details concerning this will be forthcoming from Mr. Wright's office.

Tom Edwards
Construction Engineer

By Baker
C. H. Baker
Ass't. Field Construction Engineer

TeL:fp

Enc.

cc G. S. Paxson ✓
L. I. Lindas
W. T. Wright
Dean Swift
H. G. Brainerd

RECEIVED
AUG 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

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AUG 29 1961
FOR FILING
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-157

August 28, 1961

Central Oregon Irrigation District
Redmond, Oregon

Attention: Mr. Mansfield

Gentlemen:

Herewith three copies of an agreement between the State and the Central Oregon Irrigation District covering the crossing of the North Canal near Bend by the The Dalles-California Highway. I am advised that you have reviewed this agreement and find it satisfactory. It would be appreciated if you would have the Board of Directors of the District execute the agreement and return two copies to me. The third copy is for your files pending receipt of the executed agreement.

The Highway Commission will meet on September 15, and I would like to have the agreement back a few days prior to that time so that it can be completed by the Commission on that date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mm

cc to: Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
AUG 25 1961
FOR FILING
F-123(21)
5959

August 24, 1961

Oregon State Highway Commission

Gentlemen:

On the Revere Street-Cooley Canal Section of the The Dalles-California Highway north of Bend, we cross the canal of the Deschutes Reclamation and Irrigation Company.

There will be before you at the next Commission meeting an agreement with this Company. I recommend that you approve the agreement and authorize its execution by the Secretary.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc G. S. Paxson

RECEIVED
AUG 29 1961

FORM E-30X 50M 7-59 22125
FOR FILING
[illegible]
[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1961

**SUBJECT:** Swalley Canal-East Revere Avenue Section
The Dalles-California Highway
Deschutes County

**To:** G. S. Paxson
Assistant State Highway Engineer

Office

NOTED
G. S. PAXSON

Enclosed please find six copies of an agreement with the Central Oregon Irrigation District. This agreement has been reviewed by Mr. George H. Brewster, attorney for the District, and found acceptable and plans have been approved by Mr. Mansfield.

The District and Board of Directors will meet on September 6 and, I assume, approve and sign this agreement.

If there is any further information desired, please notify me.

Jack L. Sollis
Jack L. Sollis
✓Staff Attorney

JLS:ckr
Att.

RECEIVED
AUG 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1961

FOR FILING
F-13(1)
5959

9

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 23, 1961

SUBJECT: Crossing of the Swalley Canal

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Herewith two signed copies of an agreement with the Deschutes Reclamation and Irrigation Company covering the crossing of the Swalley Canal as requested in your letter of August 18th.

You will note they have stamped the name in, which is Deschutes Reclamation and Irrigation Company rather than Deschutes Irrigation and Reclamation Company. They have also added that the pipe shall be not less than one-quarter inch in thickness, which I believe was agreed on at the time you were here.

L. H. Warfield

L. H. WARFIELD
Assistant Division Engineer

LHW:bn
Enclosures

NOTED
[illegible]

RECEIVED
AUG 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2 1961
STATE HIGHWAY ENGINEER

RECEIVED
[AU]G 25 1961

FOR [illegible]

F-123(21)

5939

477 Cottage St. N.E.
Salem, Oregon

August 22, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-123(21)

We have approved, as of this date, the P. S. and E. documents for the Smalley Canal-E. Revere Ave. (Bend) Section of The Dalles-California Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter

NOTED
FORREST COOPER

RECEIVED
AUG 24 1961
FOR FILING

F-1231-1

5137

Salem, Oregon
August 18, 1961

Mr. Dean Swift

Herewith three copies of the agreement with the Deschutes Irrigation and Reclamation Company covering the crossing of the Swalley Canal.

Will you please get these to Mr. Walton, ask him to sign two copies and return to us so that they can be presented to the Highway Commission. The extra copy is for his files pending receipt of the signed agreement.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards

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AUG 21 1961
FORM E-30 80M 7-59 22124
FOR FILING

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[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1961

SUBJECT: Swalley Canal-East Revere
Avenue Section
The Dalles-California Highway
Deschutes County

To: G. S. Paxson
Assistant State Highway Engineer

Office

Attached please find six copies of the agreement covered by the above subject, requested by you in your letter of August 11, 1961.

Additional copies are available through this office if you should require them.

Jack L. Sollis

Jack L. Sollis
Staff Attorney

JLS:ckr
Att.

NOTED

9

FORM E-123-X 90M 1-61

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
G 18 1961
FOR FILING

F 12 (2)

5959

August 18, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Swalley Canal-East Revere Avenue
Grading, Paving, and Structure

Dear Sir:

All rights of way or rights of entry on this project have been cleared, except for the following files:

| | |
|---|---|
| File 33192 | Central Oregon Irrigation District |
| File 32744 | Bureau of Reclamation |
| File 33196 | Oregon Trunk Railroad |

All of these files are being handled by Mr. G. S. Paxson. He reports that he expects signed agreements to cover each of these crossings by the date of bid opening.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
AUG 18 1961
FOR FILING

[illegible]

Salem, Oregon
August 11, 1961

Swalley Canal-East Revere
Avenue Section
The Dalles-California Highway
Deschutes County

Mr. Leonard I. Lindas

The State is reconstructing a section of the The Dalles-California Highway in and north of the city of Bend. As a part of the construction we will cross the Swalley Canal. Our records show that we purchased the property on which the canal is located from Ida M. Steidl in 1927, but the deed is subject to the easement of right of way for an irrigation flume of the Deschutes Irrigation and Reclamation Company. I attach hereto a print from our Report on Real Property Title.

In the construction of our project we are making a major revision to the facilities of the Irrigation Company that now cross through a concrete culvert. We are lowering our grade line and will remove the top of this culvert and substitute for it a 60-inch corrugated metal pipe. This pipe terminates on the downstream, or east, side at a retaining wall, the pipe passing through the retaining wall. The Irrigation Company is, at its own cost, to install a 48-inch welded steel pipe inside of the corrugated pipe. Our records are quite vague as to what rights the Irrigation Company has under its easement, but whatever they are, I believe we can recognize these rights and enter into an agreement with the Company whereby each party does certain things in connection with the project. The items which should be covered by the agreement are as follows:

Things to be Done by the State:

1. Prepare plans and specifications, award a contract for all work to be done by the State and supervise the construction.

2. Construct and maintain a 60-inch corrugated metal pipe crossing the highway centerline at approximately Station 4+35, as shown on the plans for the project.

3. Construct and maintain the retaining wall, as shown on the plans for the project, at a point approximately 25 feet easterly of the highway centerline between Stations 3+45 and 4+40.

8-18-61 Swalley Canal people have changed their plans. Litchfield to see Dallis for revised agreement [illegible]

NOTED
C.S. RANSON

4. Schedule the work in such a manner that the 60-inch corrugated metal pipe and the retaining wall will be completed on or before November 15, 1961 to a point where water may be turned into the canal once every 30 days between November 15, 1961 and April 1, 1962.

5. Allow access to the work so that the Company can install the 48-inch welded steel pipe or other facilities connected with the irrigation system, provided, however, that such work does not interfere with the construction and maintenance of the highway in this area.

Things to be Done by Company:

1. Examine and approve the plans and specifications as prepared by the State.

2. Grant to the State the right of way to construct highway facilities across the Swalley Canal.

I am attaching hereto a print from Sheet No. 3 of the Swalley Canal-East Revere Avenue (Bend) Section of the The Dalles-California Highway.

There is considerable urgency in the preparation of this agreement as we propose to advertise the grading of this section for the September meeting.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards

TELEPHONE CAPITOL 8-0031

WILLIAM E. BUELL
ENGINEER
SHERLOCK BUILDING
PORTLAND 4, OREGON

August 10, 1961

Mr. T. W. Litchfield
Right-of-Way Department
State Highway Department
Salem, Oregon

Dear Mr. Litchfield:

Following our telephone conversation this morning, I went over to the office of the North Canal Company and obtained a copy of the deed from the United States Marshal to me covering the lands which we have had under discussion.

You will note this covers the dam site, the canal and the wasteway and flowage rights in the small reservoir. Please return the enclosed deed to me when you have finished with it. The recording data is as follows: No. 1986, Recorded November 1, 1957, Book 117, Page 439, Deed Records.

When you have checked this record, if there is any further information you need, please let me know. Also, I will appreciate receiving other descriptive matter of the problems you have in front of you.

Yours truly,

W. E. Buell

W. E. Buell

WEB:mw

cc: Mr. Alfred Stoloff
Phillips, Coughlin, Buell & Phillips
Electric Building
Portland, Oregon

CONSTRUCTION DIVISION
RECEIVED
AUG 11 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
[✓ BE] ACE ACE COE

REFERRED TO
Litchfield
By Ass't Construction Engineer

THIS INDENTURE, Made and entered into this 29th day of October, 1949, between HAROLD SEXTON, United States Marshal for the District of Oregon by virtue of his office, and WILLIAM E. BUELL, of Portland, Multnomah County, Oregon;

W I T N E S S E T H:

WHEREAS, at a regular Term of the United States District Court for the District of Oregon, held in and for said District, on the 6th day of April, 1931, Warren Construction Company, a corporation, plaintiff, recovered a decree against North Canal Company, a corporation, and G. J. Keefer, defendants, in a certain action for the sum of $125,000, together with interest thereon at the rate of 7 per cent per annum from October 1, 1923, and for the further sum of $2,950, together with interest thereon at the rate of 6 per cent per annum from September 14, 1925, and for the further sum of $903.40, together with interest thereon at the rate of 6 per cent per annum from November 19, 1925, and for the further sum of $7,000, attorney's fees, upon which judgment there was a credit of $1,738.90, and together with their costs and disbursements of suit, and

WHEREAS, on the 10th day of August, 1949, a Writ of Execution issued from said Court for the collection of said judgment, which said Writ was directed to Jack R. Canfield, then United States Marshal, and that said Writ was levied by the said United States Marshal by virtue of his office and, according to the statute in such case made and provided upon a certain parcel of land hereinafter described, and which said land was advertised for sale by the said United States Marshal according to law on the 8th day of September, 1949, and on the 8th day of October, 1949, and pursuant to said advertisement the said United States Marshal exposed said land to public sale at Bend, Deschutes County, Oregon, and Denton G. Burdick paid the sum of $11,000 therefor, which being the highest and best bid, the said land and premises was struck off and sold to said

Denton G. Burdick, all which more fully appears by reference to a certain certificate of sale given to the said Denton G. Burdick by Jack R. Caufield, United States Marshal, bearing date the 26th day of October, 1949, by virtue of which purchase and certificate of sale the said Denton G. Burdick and his assigns became entitled to a deed to said premises from the United States Marshal, said premises not having been redeemed according to law, and

WHEREAS, the said certificate of sale was on the 27th day of October, 1954, duly assigned by the said Denton G. Burdick to William E. Buell, who now holds the same for value received.

NOW, THEREFORE, I, HAROLD SEXTON, United States Marshal of said District, by virtue of my office and by force of the statute in such case made and provided, for and in consideration of the sum of Ten Dollars ($10.00) in hand paid to me by the said William E. Buell, have granted, bargained, sold and conveyed, and by these presents do grant, bargain, sell and convey unto the said William E. Buell, his heirs, executors, administrators and assigns, all the right, title, interest and claim which the said North Canal Company and C. J. Keefer on the day of sale aforesaid had in and to the following described real property:

> The North Canal and North Canal Dam upon the Deschutes River, together with all appurtenances, including all water rights and rights of way used, useful or convenient in connection therewith, subject to the rights now existing of the Central Oregon Irrigation District as defined by Decree of theCircuit Court of the State of Oregon, heretofore entered; said real properties being particularly described as follows:
>
> The dam site: Beginning at a point on the boundary line of the North Canal right-of-way, distant 1,242.0 feet north and 278.7 feet west from the quarter section corner between Sections 28 and 29 T. 17 S. R. 12 E. W.M. Thence S. 80° 18' W. along said boundary line of the North Canal right-of-way 156 feet, thence curving to the left along said boundary line of the North Canal right-of-way for a distance of 13.0 feet; thence S. 19° 03' W. 118 ft; thence west 542.0 feet; thence S. 0° 15' W. 360 ft; thence east 730 feet; thence N. 483.1 feet to the place of beginning, containing 6.45 acres more or less.

**The Canal:** A strip of land 100 feet in width over, along and upon the E. 1/2 of the NE. 1/4 of Section 29 T. 17 S., R. 12 E., W.M. being 50 feet on each side of the center line of the North Canal, as now built; said center line commencing 489.2 feet east of the northwest corner and on the north boundary line of the above mentioned dam site tract and terminating on the section line between Sections 28 and 29 T. 17 S., R. 12 E. W.M., N. 0° 08' E 1,483.2 feet from the quarter section corner between Sections 28 and 29, containing One and fifty-seven hundredths (1.57) acres more or less.

**The wasteway:** All land necessary for a wasteway on the left of said North Canal from about Station 4.00 and extending to the river, not to exceed 100 feet in width in the E-1/2 of the NE-1/4 of Section 29, T. 17 S., R. 12 E., W.M.

**Flowage:** A perpetual easement for flowage resulting from the construction of said dam located in the SE-1/4 of the NE-1/4 of Section 29, T. 17 S., R. 12 E., W.M., over the S-1/2 of the NE-1/4 and the NW-1/4 of the SE-1/4 of Section 29, T. 17 S., R. 12 E., W.M., excepting all that part of the southwest 1/4 of the NE-1/4 of said Section 29, lying north and east of the center of the Deschutes River.

Together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining.

All of said described real estate being situated in Deschutes County, State of Oregon.

TO HAVE AND TO HOLD the said real property, together with the appurtenances thereunto belonging unto the said William E. Buell, his heirs, executors, administrators and assigns forever.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 29 day of Octbr 1956.

Harold Sexton (SEAL)
United States Marshal for
the District of Oregon

**UNITED STATES OF AMERICA**)
**District of Oregon** } **ss.**

I, R. De Mott, **Clerk of the District Court of the United States for the District of Oregon, do hereby certify that HAROLD SEXTON, United States Marshal for the said District of Oregon, who is to me known to be the person named in and who executed the foregoing Deed of Conveyance, this day personally appeared before me and acknowledged that he executed the same as said United States Marshal, for the uses and purposes therein set forth.**

**IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said District Court at the City of Portland in said District, this** 4th **day of** Octbr, **1957.**

R De Mott
**Clerk**
By V Busby
Chief Deputy

STATE OF OREGON
County of Multnomah } ss.

BE IT REMEMBERED, that on this 29th day of October, 1957, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named HAROLD SEXTON, who is known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Alfred H. Stoloff
Notary Public for Oregon

My commission expires: 5/18/61

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AUG 18 1961
FOR FILING

Salem, Oregon
August 11, 1961

Swalley Canal-East Revere
Avenue Section
The Dalles-California Highway

Mr. Leonard I. Lindas

The State proposes to build a section of the The Dalles-California Highway in and adjacent to the city of Bend, and in doing so, will cross the North Unit main canal of the North Unit Irrigation District (U.S.B.R.). The crossing will be made by means of a structure which will cross not only the North Unit main canal but also the north canal of the Central Oregon Irrigation District and a ditch rider's road which lies between the two canals. We also wish to borrow embankment material from an area lying east of the highway and alongside the North Unit main canal for use in our highway embankment. We will require an agreement with the North Unit Irrigation District. The items to be covered by the agreement are as follows:

Things to be Done by State:

1. Prepare plans and specifications, award a contract for the construction of the project and supervise the construction.

2. After completion of the project, maintain, at its own cost, the structure across the canal and the road approaches thereto.

3. After completion of removal of the embankment material from alongside the canal, grade the borrow area so that it is left in a condition satisfactory to the District. The use of this borrow area is contingent upon the State's contractor electing to use this as a source. If he should not elect to do so, no work will be done by the State in the borrow area.

4. Repair any damage to the canal resulting from the removal of the borrow material or any other construction operations to a condition equal to that which exists at the present time.

Things to be Done by District:

1. Approve plans and specifications for the project as prepared by the State.

NOTED
C. S. PAXSON

2. Secure the approval of the U. S. Bureau of Reclamation for the project and furnish the State evidence of such approval.

3. Upon completion of the project by the State, to maintain, at its own cost, the ditch rider's road (shown as Line "D" on the plans).

4. Grant permission to State for removing borrow material described under Item No. 3 of Things to be Done by State.

5. Grant to the State a permanent easement across the area as shown on the attached map and as described in the attached description.

There seems to be some question of ownership of the Canal Company's right of way. A man by the name of W. E. Buell, Sherlock Building, Portland 4, stated that he owns the property. He has furnished us with an indenture under which the U. S. Marshall transferred the title to him in 1957. I am attaching a copy of this indenture. This leaves me in some doubt as to whether we should get easement from the Irrigation District or Mr. Buell, or perhaps from both. I am attaching hereto a copy of a map showing the area over which we ask easement and the location of the borrow area.

There is considerable urgency in getting this agreement prepared as we propose to let a contract for the grading of the project at the September meeting of the Commission.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards

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AUG 18 1961
FOR FILING

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"
[illegible]

Salem, Oregon
August 11, 1961

Swalley Canal-East Revere
Avenue Section
The Dalles-California Highway
Deschutes County

Mr. Leonard I. Lindas

The State will construct a section of the The Dalles-California Highway in and immediately adjacent to the city of Bend. In doing so, we will cross over the north canal of the Central Oregon Irrigation District. It will be necessary that we have an agreement with the District. The points to be covered in the agreement are as follows:

Things to be Done by State:

1. Prepare plans and specifications, award a contract for the construction of the project and supervise the work.

2. Maintain the structure after completion of the project.

3. Conduct the work so that water may flow through the canal at least once each 30 days between October 15, 1961 and April 1, 1962 and so that flow of water in the canal will not be obstructed at any time between those dates.

Things to be Done by District:

1. Approve plans and specifications prepared by the State for the project.

2. Secure the approval of the U. S. Bureau of Reclamation if this bureau has any interest in the land controlled by the District.

3. Maintain, at its own cost, the ditch rider's road after its reconstruction by the State as a part of the project.

4. Grant a permanent easement to the State across the property shown on the attached map and covered by the attached description for the purpose of building, maintaining and operating the highway across said property.

NOTED

I attach hereto a print of a map which shows the area presumably owned by the Irrigation District and upon which the attached description is based. There is some question as to the District's ownership. We are advised by Mr. W. E. Buell, Sherlock Building, Portland 4, that he is the owner of the land, and he has supplied us with a copy of an indenture whereby the U. S. Marshall transferred the title to him. I am attaching a copy of this indenture. I am in considerable doubt as to whether we should get easement from the Irrigation District or Mr. Buell, or from both.

This is on a section on which we propose to receive bids at the September meeting of the Highway Commission, and it would be appreciated if the agreement could be drafted as soon as possible.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards

RECEIVED
AUG 8 1961
FOR FILING

F-12 (2)

5957

August 7, 1961
Salem, Oregon

Throughway Agreement
Swalley Canal-E. Revere Ave. Section
The Dalles-California Highway
City of Bend

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject project. Will you please prepare ten copies of the agreement in addition to any required by your Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:djb
Attch.

cc: H. S. Cox

AGREEMENT DRAFT 8/4/61

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF BEND, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

**RECITALS:**

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to relocate and construct the Swalley Canal-East Revere Avenue Section of the The Dalles-California Highway, State Primary Highway No. 4, as a throughway as that term is defined in ORS 374.010. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 373.030, ORS 374.075, and ORS 374.080, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, street, or throughway; and State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to ORS 374.060, State is empowered, with the official approval of City, to close any street or road at or near its point of

intersection with the said throughway or to make provision for the carrying of the street or road over or under the throughway.

4. Pursuant to such authority, State and City propose to enter into this agreement for the purpose of completing said project. To the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, and that highway traffic in general be safeguarded, and to promote and protect the public welfare, State and City hereby pledge complete cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this agreement.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a set of plans setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate, or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

State, upon receipt from City of an itemized statement, shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located within the city limits of said city and which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities within said city limits are located on PUBLIC OR PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities located within said city limits to conform to the plans of said project, except for the relocation of the 18 inch sanitary sewer pipe which is to be installed by State as a part of the project with no cost to City. Said pipe is located in the vicinity of Highway Engineer's Station 40+45.

4. State shall construct and thereafter maintain the following street connections as shown colored in green on sheets No. 4, 5 and 6:

a. East Addison Avenue
b. Second Street
c. East Vail Avenue
d. East Underwood Avenue
e. East Thurston Avenue
f. East Seward Avenue

5. State shall close the following streets in the following manner and at the following locations:

a. An alley at a point on right of way boundary lines of the throughway opposite to and easterly from Highway Engineer's Survey Station approximately 15+25 and westerly from Highway Engineer's Station approximately 18+70 as shown by means of red lines on sheet No. 4 of the attached Exhibit "A."

b. East Zenith Avenue at the westerly and easterly right of way boundary lines of the throughway as shown by means of red lines on sheet No. 4 of the attached Exhibit "A."

c. Third Street at the southerly property line of East Zenith Avenue as shown by means of a red line on sheet No. 4 of the attached Exhibit "A."

d. East Yale Avenue at the westerly and easterly right of way boundary lines of the throughway as shown by means of red lines on sheet No. 5 of the attached Exhibit "A."

e. Third Street at the northerly property line of East Xerxes Avenue as shown by means of a red line on sheet No. 5 of the attached Exhibit "A."

f. East Xerxes Avenue at the westerly and easterly right of way boundary lines of the throughway as shown by means of red lines on sheet No. 5 of the attached Exhibit "A."

g. East Webster Avenue at the westerly and easterly right of way boundary lines of the throughway as shown by means of red lines on sheet No. 5 of the attached Exhibit "A."

h. The east half of Third Street on the ~~northerly~~ southerly property line of East Webster Avenue and the east one-half of Third Street on the northerly property line of East Vail Avenue as shown by means of red lines on sheet No. 5 of the attached Exhibit "A," and also the west one-half of Third Street on the southerly property line of East Vail Avenue

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," and all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, and upon request by State, shall

relocate or cause to be relocated and extended if necessary existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other CITY OWNED utilities and facilities of every kind and nature, required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in Paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, upon request of State, and without cost to State, relocate or cause to be relocated, all PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other PRIVATELY OWNED facilities of every kind and nature which are located within any PUBLIC STREET or WAY and which are required to be relocated to conform to the plans of said project. To this end, City shall exercise all of its municipal powers, including its legislative power, to require the relocation of such utility facilities.

4. City, by execution of this agreement, does hereby consent, as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the construction of said project.

5. City consents to the closure of those certain streets as described and set forth in paragraph 4 under THINGS TO BE DONE BY STATE.

6. City shall adopt an ordinance or resolution, as the case may be,

authorizing the mayor and recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

7. City shall enact and enforce an ordinance or resolution, as the case may be, permitting emergency parking only within the limits of said project.

GENERAL PROVISIONS:

1. It is agreed by both parties that accounting procedure and reimbursement for relocating City-owned utility conduits, lines, poles, mains, pipes, and other such facilities as covered in paragraph 3 under THINGS TO BE DONE BY STATE and paragraph 2 under THINGS TO BE DONE BY CITY shall be in compliance with the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" dated December 31, 1957.

2. City before making any future changes in parking regulations or traffic control regulations, such as installation of traffic signals, channelization, etc., shall receive prior approval of the plans for any said changes from the State Highway Commission.

3. This agreement shall and does have the approval of the Division Engineer of the United States Bureau of Public Roads.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals.~~as of the day and year first above written~~

This agreement was approved by the Oregon State Highway Commission on __________________________, 1961, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ____ Page____ Minute Book of the Oregon State Highway Commission.

APPROVED:

______________________________
Floyd A. Query, Secretary

______________________________
Asst. State Hwy. Engineer

APPROVED AS TO FORM:

______________________________
Chief Counsel

ATTEST:

______________________________

CITY OF BEND, by and through its
City Officials

By______________________________
Mayor

By______________________________
Recorder

JDG:djb
8-4-61

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FORM [illegible] 7-60 29395

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1961

SUBJECT: Throughway Agreement
Swalley Canal-E. Revere Ave. Section
The Dalles-California Highway
City of Bend

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D Graham
John D. Graham
County & City Rlations Office Engineer

JDG:djb
Attch.

G. S. PAXSON

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FORM E-30 5OM 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RW 32744

Salem, Oregon
August 7, 1961

SUBJECT: Utility Agreement
North Unit Irrigation District
Swalley Canal-E. Revere Ave. Sec.
The Dalles-California Highway
Deschutes County

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

A meeting was held on July 27, 1961 with Mr. Darrell Maxwell of the North Unit Irrigation District and T. W. Litchfield, Utilities Liaison Engineer of the Oregon State Highway Department, concerning the plans of the above-named section and how they affect facilities operated by the District, and owned by the Bureau of Reclamation. Mr. Maxwell tentatively approved the plans as they are now designed, and the following are points on which an agreement may be made:

THINGS TO BE DONE BY THE STATE:

1. Prepare plans, specification, estimates and let all contracts to complete the project.

2. Maintain the structure shown on the plans crossing the irrigation ditch operated by the District at Station 12+00.

3. Leave the borrow area located approximately 200 feet easterly of Station 11+00 on the southeasterly side of the ditch in a neat condition satisfactory to the District should the State's contractor elect to use said borrow area.

4. Repair any damage to said ditch resulting from the removal of said borrow material, or any other construction operation to a condition equal to that prior to the use of said borrow material.

THINGS TO BE DONE BY THE DISTRICT:

1. Approve plans and specifications of the project as prepared by the State.

2. Secure the approval of the Bureau of Reclamation.

3. Maintain the ditch rider road ("D" Line on the plans) upon completion of the contract.

4. Grant permission to the State or the State's contractor to use said borrow material located approximately 200 feet easterly of

NOTED
G. S. PAXSON

Station 11+00, on the southeasterly side of the ditch, subject to the terms of Paragraphs 3 and 4 of "Things to be Done by the State."

5. Grant a permanent easement to the State for the purpose of building and maintaining the structure shown on the plans crossing the facility operated by the District.

6. Allow water to be turned off in the ditch between October 15 and April 1.

It is recommended that this matter be referred to the Legal Division and that a rough draft of the agreement be prepared for final approval of the District and the Bureau of Reclamation.

Mr. W. E. Buell, 106 Sherlock Building, Portland 4, claims to own the land across which this ditch crosses. It is further recommended that this be referred to our Title Section for verification.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

TWL:fp

cc V. G. O'Neil
Frank Hall

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AUG 8 1961
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STATE HIGHWAY ENGINEER

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AUG 14 1961
FORM E-30 50M 3-61 34307
FOR FILING

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**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1961

SUBJECT: Utility Agreement
Central Oregon Irrigation District
Swalley Canal-E. Revere Ave. Sec.
The Dalles-California Highway
Deschutes County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

A meeting was held on July 27, 1961 with Mr. E. G. Mansfield of the Central Oregon Irrigation District and T. W. Litchfield, Utilities Liaison Engineer for the State Highway Department, concerning the plans for the above-named section and how they affect the District's facilities in this area. Mr. Mansfield tentatively approved the plans as they now are designed, and the following are points on which an agreement may be made:

THINGS TO BE DONE BY THE STATE:

1. Prepare plans, specifications, estimates and let all contracts to complete the project.

2. Maintain the structure shown on the plans crossing the irrigation ditch owned by the District at Station 11+15.

3. Conduct the work in such manner so that water may be turned into the ditch once every thirty (30) days between October 15 and April 1, as required by the District.

THINGS TO BE DONE BY THE DISTRICT:

1. Approve plans and specifications of the project as prepared by the State.

2. Secure the approval of the Bureau of Reclamation if they have any interest in the land controlled by the District.

3. Maintain the ditch rider road ("D" Line on the plans) upon completion of the contract.

4. Grant a permanent easement to the State for the purpose of building and maintaining the structure shown on the plans crossing the facility owned by the District.

It is recommended that this matter be referred to our Legal Division, and that a rough draft of the agreement be prepared for final

G. S. PAXSON

approval by the District.

Mr. W. E. Buell, 106 Sherlock Building, Portland 4, claims to own the land across which this ditch crosses. It is recommended that this be referred to our Title Section for verification.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

TWL:fp

cc V. G. O'Neil
Frank Hall

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AUG 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 14 1961

FOR FILING

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1961

SUBJECT: Utility Agreement
Deschutes Reclamation & Irrigation Co.
Swalley Canal-E. Revere Ave.
The Dalles-California Highway
Deschutes County

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
OFFICE

A meeting was held on July 27, 1961 between Mr. Lester Walton of the Deschutes Reclamation and Irrigation Company and T. W. Litchfield, Utilities Liaison Engineer of the Oregon State Highway Department concerning the plans of the above named section and how they affect the company's facilities (Swalley Canal) in this area.

Mr. Walton tentatively approved the plans as they are now designed, and the following are points on which an agreement may be made:

Things to be done by the State:

1. Prepare plans, specifications, estimates and let all contracts to complete the project.

2. Allow the company to construct their proposed facilities within the bound areas of the State's right of way, as long as said proposed construction does not interfere in any way with the construction and maintenance of the highway in this area.

2 3. Maintain the 60-inch corrugated metal pipe shown crossing centerline approximately at Station 4+35.

3 4. Maintain the retaining wall shown approximately 25 feet easterly of centerline between Stations 3+45 and 4+40.

5. Conduct the work in such a manner so that the said 60-inch pipe and retaining wall are completed by November 15, 1961, and so that water may be turned into the canal once every thirty (30) days between November 15 and April 1, as required by the company.

NOTED
G. S. P[illegible]

Things to be done by the company:

1. Approve plans and specifications of the project as prepared by the State.
2. Grant the State an easement to cross Swalley Canal for the purpose of building embankments, retaining walls, and any other facility believed necessary to the construction of the highway between stations 3+00 and 5+00, as long as such construction does not have an adverse effect upon the function of the canal.

It is recommended that this matter be referred to the Legal Division, and that a rough draft of the agreement be prepared for final approval of the company.

Tom Edwards
Construction Engineer

By

C H Baker

C. H. Baker
Asst. Field Construction Engineer

CHB:jk

cc: V. G. O'Neil
Frank Hall

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AUG [illegible] 1961
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[illegible] HIGHWAY ENGINEER

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FOR FILING

FORM E-30 [illegible] 7-59 22124

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5727

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1961

SUBJECT: Highway Abandonment & Redesignation
City of Bend

To: G. S. Paxson
Assistant State Highway Engineer

Office

Attached are 15 copies of the resolution relating to the Revere Avenue-Franklin Avenue Section of the The Dalles-California Highway, Oregon Primary Highway No. 4 in the City of Bend.

Additional copies are available through this office should they be required.

JNHershberger
J. N. Hershberger
Staff Attorney

JNH:ckr
Att.

NOTED
G. S. PAXSON

RECEIVED
AUG 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1961

FOR FILING

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Salem, Oregon
August 3, 1961

W. T. Wright
Right of Way Engineer
OFFICE

The B.P.R. has approved effective July 27, 1961, the Bend North City Limits-Revere St. Section of the Dalles-California Highway in Dechutes County

R. L. Porter
Office Engineer

RLP:bm

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AUG 8 1961
FOR FILING

FORM E 123-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-123 ([illegible])

[illegible]

August 3, 1961

W. C. WILLIAMS

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Enclosed are preliminary plans for the Swalley Canal-East Revere Avenue Section of The Dalles-California Highway.

This is tentatively scheduled for contract September 13.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

ADO:jk

Enclosure

cc: W. C. Williams

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AUG 8 1961
[illegible]
STATE [illegible] ENGINEER

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MAR 10 1961
FOR FILING

COMMISSIONERS
[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-123 (21)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 9, 1961

City of Bend
P. O. Box 431
Bend, Oregon

N. City Limits-Franklin Avenue
The Dalles-California Highway
Deschutes County

Attention Mr. W. T. Thompson

Gentlemen:

We thank you for the plan and profile of your sewer which you sent to us on March 7th.

As requested in your letter, we are sending to you a preliminary print of our right of way map (our File 8B-19-11) of this section.

Very truly yours,

Tom Edwards
Construction Engineer

By
L. W. Rulien
Asst. Field Construction Engineer

CHB:jw

cc Dean Swift
Victor D. Wolfe ✓

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

RECEIVED
1961

CITY OF BEND

Post Office Box 431
BEND OREGON
Telephone EV 2-421

March 7, 1961

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Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. Baker

Gentlemen:

We are enclosing prints showing our main sewer line crossing in the vicinity of East 3rd Street and Thurston Avenue as requested by a recent phone call from your office. My letter to the attention of Victor Wolfe, Dated February 15, 1961, further explains our concern over this matter.

I would appreciate receiving two prints of the newest right-of-way map for our use covering the Swalley Canal - Franklin Avenue section.

Very truly yours,

W. T. Thompson

W. T. Thompson
City Manager

1 copy letter to Vic Wolfe
1 copy letter, plan & profile to Hall
8 Mar 61
Baker

WTT/ap

RECEIVED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
MAR 8 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

RECEIVED
MAR 1 1961

FOR FILING

F-153 (21)

5959

February 28, 1961

Mr. W. T. Thompson
City Manager
Post Office Box 431
Bend, Oregon

Dear Mr. Thompson:

Reference is made to your letter of February 15 pointing out the omission of a main sewer line on the newly revised plans for the Swalley Canal-Revere Avenue Section of the East 3rd Street improvement in Bend.

The information has been passed on to our Construction Engineer.

Thank you for calling this to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm

cc Forrest Cooper
Tom Edwards

RECEIVED
MAR 1 1961
FOR FILING

F-123 (21)

5959

Salem, Oregon
February 28, 1961

Swalley Canal - Revere Avenue Section
East Third Street
City of Bend

Mr. Tom Edwards
Construction Engineer
BUILDING [illegible]

Attached is a copy of a letter from the City Manager of Bend, indicating that our newly revised plans, subject section, do not show a sewer crossing East Third Street.

I have advised Mr. Thompson that this has been called to your attention.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach

cc Forrest Cooper

RECEIVED
FEB 23 1961
FOR FILING

F-123(31)

5757

February 21, 1961

Mr. W. T. Thompson
City Manager
City of Bend
Post Office Box 431
Bend, Oregon

Dear Mr. Thompson:

I have your letter of February 7, addressed to Mr. Victor D. Wolfe, in which you discuss the northerly extension of the Third Street project in Bend.

Mr. Wolfe has been ill for the past several days and out of the office; therefore, I will answer for him.

Without getting involved in lengthy explanations as to federal highway financing, I can tell you that the newspaper article re "advance moneys" was somewhat misleading. Actually, no additional funds have been received and any speeding up in receiving funds has been extremely minor. It is very doubtful if moneys for the North Third Street project will be available to the State until late this summer. It is impossible to predict when these funds will be released but they are not available at the present time. It is our intention to proceed with the work on Third Street when funds are available and various details, such as railroad hearings, right of way, et cetera, have been cleared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. W. C. Williams
Mr. Victor D. Wolfe

RECEIVED
FEB 21 1961
FORM E-30 50M 7-60 29305
FOR FILING

F-123(21)

5952

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

SUBJECT: Construction work
Bend

To: MEMO TO FILE

Representative Kessler Cannon, of Deschutes County, was in my office this date and made two requests, viz:

(1) That the contemplated building construction work at the Bend shops be expedited. I have checked and find that it is our intent to contract this work at our May letting. Please make every effort to meet this schedule.

(2) That construction of the Third Street project from Swalley Canal to Revere Street in Bend be expedited. I told Representative Cannon that the funds for this project had not been released by the Federal Government and probably would not be released until July or later of this year. I further told him that in the interim period we would take what steps were necessary to complete plans for the roadway and structures and to complete all railroad matters so that bids could be called at the earliest possible date.

Will the various people involved please take appropriate action.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Ivan Merchant

NOTED

CITY OF BEND

Post Office Box 431 BEND, OREGON Telephone 1880

February 15, 1961

F-128(21)

5759

[illegible]

Mr. Victor Wolfe
State Highway Department
Salem, Oregon

Dear Vic:

I am writing you in regard to the Swalley Canal - Revere Avenue Section of the 3rd Street improvement in Bend. We have a 16" sewer pipe crossing East 3rd Street diagonally from Lots 8 & 9 in Block 19 of Riverside Addition north easterly to the line between Lots 1 & 2 in Block 35 of Riverside Addition to the City of Bend, Oregon. This sewer crossing is at the intersection of Thurston Avenue and East 3rd Street. The elevation of the bottom of this 16" sewer pipe is 3588.41 on the north and 3588.79 on the south. The presence of this main sewer line is not shown on your newly revised plans which were furnished to the Pacific Power and Light Company and the City of Bend for cost estimating purposes at such time as the project is ready to be let.

My reason for this letter is to give you an opportunity to call it to the attention of the proper department in Salem, in that we have verbally called it to the attention of Robert Clark, your resident Engineer in Division 4, and wish to have further record made of this condition. We do want to make sure that it is taken into consideration due to the fact that the proposed sub-grade shown on the map is dangerously close to the existing installation.

Sincerely,

W. T. Thompson

W. T. Thompson
City Manager

WTT/ap

RECEIVED
FEB 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF BEND
Post Office Box 431 BEND, OREGON Telephone 1880

February 7, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Victor Wolfe, Field Engineer

Gentlemen:

I read with considerable interest a recent news item whereby the State Highway Department received some advanced monies for highway use prior to the original anticipated date. Due to the fact that the local Chamber of Commerce and the Bend City Commission have been urging an earlier starting date on pending construction of homes and buildings as well as any street work anticipated, I thought it well to write you at this time. This move, as we both know, is almost being made nation wide in order to stimulate business during the normally slack season.

My request is that due to the fact that the Revere Avenue-Franklin Avenue section of East 3rd Street is well under way, we would appreciate any thing that can be done by your department to expedite the calling for bids on the Swalley Canal Revere Avenue section of the proposed East 3rd Street widening.

Both your office and City are well aware of the potential hazard which would exist if this project was stopped for any extended period of time at Revere Avenue.

If any additional information is needed from the City regarding the north end of the project other than the eventual signing of the agreement between the State Highway Department and the City please notify us so that these details can be worked out and furnished you as soon as possible.

NOTED
FORREST COOPER

Very truly yours,

W. T. Thompson
City Manager

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

WTT/ap

NOTED
V D WOLFE

14-3314 Koberg Beach Wayside Park 1961
Facilities, Columbia River Hwy.
#5960

C & A 2444 27-61
L. L. 560 2-61

RECEIVED
UG 21 1962
FOR FILING

| |
|---|
| 14-314 |
| |
| 5960 |

August 21, 1962

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

Contract #5960 awarded to Interstate Paving Co., for park facilities in Koberg Beach Wayside in Hood River County was completed on April 25, 1962, and accepted by the Highway Commission on May 25, 1962.

Final payment, in the amount of $2,847.94 will be released to the contractor on or after August 28, 1962. The total contract amount is $32,495.66 and no force account work was performed.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Portland Branch Office
2009 Lloyd Center
Portland, Oregon

cc: Interstate Paving Co.,
P. O. Box 92
The Dalles
Oregon

RECEIVED
NOV 2[illegible] 1961
FOR FILING

4960

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 27, 1961

Agenda Item 3a-2

Koberg Beach Wayside
Hood River County

Mr. Mark Astrup
State Parks Superintendent
Office

Attention: Mr. L.V. Koons
Deputy State Parks Supt.

Attached are seven conformed copies of an agreement with Pacific Power & Light Company relative to the extension of electrical facilities to the Koberg Beach Wayside in Hood River County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Pacific Power & Light Co.

Secretary

rn
Attach: 7

FORM E-30 50M 7-60 29395

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1961

AGENDA
OCT 20 1961

3a-2
3a-2

SUBJECT: Koberg Beach Wayside
Hood River County

To: Floyd Query
Secretary
Department

Attached are seven copies of an agreement between the State of Oregon and the Pacific Power and Light Company relative to the extension of electrical facilities to our Koberg Beach Wayside.

The agreement is now executed by the Pacific Power and Light Company and is now ready for your further handling.

When completed, may we please have the return of three conformed copies.

L. V. Koons

L. V. Koons
Deputy State Parks Superintendent

attach.

8 copies in [illegible]

Ⓐ
2 COPIES TO BE SIGNED
(by Secretary)

Parks
E. R.

RECEIVED
OCT 27 1961
FOR FILING

11 4

5960

October 27, 1961

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Gentlemen:

We are enclosing for the records and files of the Pacific Power & Light Company a fully executed copy of an agreement between the State Highway Commission and the Pacific Power & Light Company relative to the extension of electrical facilities to the Koberg Beach Wayside in Hood River County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
enc.

RECEIVED
OCT 16 1961
FOR FILING

5960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 16, 1961

Interstate Paving Co.,
P. O. Box 92
The Dalles
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5960, awarded September 15, 1961, for park facilities in Koberg Beach Wayside, Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
SEP 19 1961
FOR FILING

5-460

September 19, 1961

CERTIFIED MAIL

Marvel Construction Co.
P. O. Box 73
Goldendale, Wn.

Gentlemen:

We are enclosing your Manager's Check No. 21245 in the amount of $1,750.00.

This check was submitted with your proposal on the Koberg Beach Wayside Park Facilities Project in Hood River County, on which bids were received September 13, 1961. #5-460

As you were not one of the two low bidders, we are returning your check to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

RECEIVED
SEP 20 1961
FOR FILING

[illegible]

5960

RAILROAD COMPANIES
FILE No. 560

8

Salem, Oregon
September 8, 1961

Pipe Line Crossing Agreement
O. W. R. R. & N. Co.
Koberg Beach State Park
Hood River County

Mr. L. I. Lindas
Chief Counsel
Office

We have received in this office a fully executed copy of a Pipeline Agreement with the OWRR & N. Co. covering installation of a water line across railroad property to Koberg Beach State Park.

This agreement is being filed as railroad agreement No. 560.

Secretary

rn

FORM 3505
2-61-3M

UNION PACIFIC RAILROAD COMPANY

LAND DIVISION

O. W. RYAN
MANAGER OF PROPERTIES
H. C. HARVEY
GENERAL TAX AGENT
L. A. FISHER
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND 5, OREGON

September 6, 1961

File: 27059

State of Oregon
Highway Department
Salem, Oregon

(Attention-Mr. L. I. Lindas
Chief Counsel)

Gentlemen:

Attached is your fully executed counterpart of Agreement dated June 27, 1961 covering two inch water pipe line near Hood River, Oregon.

Very truly yours,

O. W. Ryan

RECEIVED
SEP 8 1961
OREGON
STATE HIGHWAY COMMISSION

Site

RECEIVED
6 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5960

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 5, 1961

Mr. W. C. Sundby
District Manager
Pacific Power and Light Company
Hood River, Oregon

Re: Koberg Beach Wayside
Hood River County

Dear Mr. Sundby:

Enclosed please find five copies of an agreement between the State of Oregon and Pacific Power and Light Company relative to the extension of electrical facilities to our Koberg Beach Wayside.

Please examine the agreement and if found satisfactory, the authorized representative of the Pacific Power and Light Company should execute all five copies of the agreement and return to this office.

Upon completion a fully executed copy will be returned for your records.

Very truly yours,

L V Koons

L. V. Koons
Deputy State Parks
Superintendent

[redacted]
cc: Floyd Query ✓
G. W. Ross
Attach.

[illegible]
FLOYD QUERY

9

RECEIVED
AUG 8 - 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 7, 1961

Mr. G. N. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pipe Line Crossing Agreement
Union Pacific Railroad Co.
Koberg Beach Wayside.

Dear Mr. Baker:

I am enclosing herewith two copies of the agreement granting to the State a pipe line crossing to the Koberg Beach State Park. This instrument has been executed by the Highway Commission.

After execution by the railroad company, please return one fully executed copy direct to this office.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. Paxson
M. H. Astrup

G. S. PAXSON

RECEIVED
AUG [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1961
FOR FILING
[illegible]

5960

5960

August 4, 1961

Apple Growers Association
Hood River,
Oregon

Gentlemen:

We are enclosing for the records and files of the Apple Growers Association of Hood River a fully executed copy of an agreement between the State Highway Commission and the Apple Growers Association covering the taking of water from a spring on their property on the Hood River-Mosier Section of the Columbia River Highway, for use at Koberg Beach Wayside.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

rn
Enc.

RECEIVED
AUG 20 1961
FOR FILING

Salem, Oregon
August 4, 1961

Agenda Item 1-c

File 33687
Hood River-Mosier Section
Columbia River Highway
Apple Growers Association of
Hood River, Oregon

Mr. Mark Astrup
State Parks Superintendent
Office

Attached are two conformed copies of an agreement with the Apple Growers Association of Hood River, Oregon covering the taking of water from a spring on their property on the Hood River-Mosier Section of the Columbia River Highway, for use at Koberg Beach Wayside.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Apple Growers Association of Hood River, Oregon.

Secretary

rn
Attach: 2

cc - Mr. Earl F. Saling

FORM E-30 80M 3-61 94397

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUL 28 1961
1C
1C

Salem, Oregon
July 26, 1961

**SUBJECT:**
File 33687
Hood River-Mosier Section
Columbia River Highway
Apple Growers Association of
Hood River, Oregon

**To:**
Mr. Mark Astrup
State Parks Superintendent
OFFICE

Attached in quadruplicate is a proposed Agreement secured by Mr. Mudd, between the Apple Growers Association of Hood River, Oregon and the State Highway Commission.

On the Right of Way Resolution to be presented on July 28, we have listed the Easement which was made in compliance with this agreement. Do you wish to present the Agreement to the State Highway Commission for their approval and Floyd Query's signature. We should be advised as to whether the Highway Commission accepts or rejects this Agreement so that we will know what to do with the signed Easement of July 11, 1961, secured by Mr. Mudd.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

2 copies in Suspense

EFS:ls
Attach: Agreement in quad.

cc: Floyd Query

Ⓐ
2 COPIES TO
BE SIGNED

Parks

RECEIVED
AUG 29 1961
FOR FILING

14-3314

[illegible]

Salem, Oregon
August 3, 1961

Agenda Item 5-m

Pipe Line Crossing Agreement
U.P.R.R.
Koberg Beach Wayside

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Frank McKinney
Chief, Office Section

Attached for further handling are two copies of a Pipe Line Crossing Agreement with the Union Pacific Railroad Company covering the installation of a water line leading to the Koberg Beach State Park. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

A photo copy of the above agreement has been retained pending receipt of a fully signed copy.

Secretary

rn
Attach: 2

RECEIVED
JUL 24 1961
FOR FILING
44-[illegible]
[illegible]960

July 21, 1961

Oregon State Highway Commission

Gentlemen:

There will be before you at the next meeting of the Highway Commission a pipeline crossing agreement covering the installation of a water line leading to the Koberg Beach State Park. This line crosses under the tracks and across the right of way of the Union Pacific Railroad Company.

I would recommend that you approve and sign this pipeline crossing agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

GSP:ae fn

cc Mr. G. S. Paxson
Mr. Mark Astrup

O.K.
G.V.S.

FORM E-30 50M 7-60 29398

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 7 1961
LEGAL & RIGHT OF WAY

Salem, Oregon
July 6, 1961

Glen Sorenson 7/7/61
Review & check with me.
Frank

Memo To:

SUBJECT: Pipe Line Crossing Agreement
U. P. R. R.
Koberg Beach Wayside

Mr. Leonard I. Lindas
Chief Counsel
Building

REFERRED 7/7/61
TO McKinney
LEONARD I. LINDAS

Attached is a copy of a Pipe Line Crossing Agreement from the Union Pacific Railroad Company for a water pipe line to serve the proposed park development at Koberg Beach Wayside.

Please examine this agreement and advise if satisfactory.

Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Parks
Superintendent

Attach.

**UNION PACIFIC RAILROAD COMPANY**

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

July 5, 1961

File: D 9004-312-24

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Alfred Shirley, Jr.
Assistant State Parks
Superintendent

Dear Sir:

Referring to your letter of May 16th regarding request for permission to install a 2-inch water line through our culvert No. 64.67 near Hood River, Oregon.

The installation of this water pipe line has now been approved by our management, and enclosed are duplicate originals of proposed agreement covering this installation.

If satisfactory, will you please arrange to have both copies of this document executed by the members of the Highway Commission, attested by the Secretary and Seal affixed to each copy. After this has been done, please return both copies to this office for completion on the part of the Railroad after which one fully executed copy will be returned to you for your record and file.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

NOTED
A. SHIRLEY

RAILROAD COMPANIES' COUNTERPART

Form [illegible] 2-60-1M

# PIPE LINE CROSSING AGREEMENT

**THIS AGREEMENT**, made and entered into this 27th day of June 1961 by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, a corporation of the State of Oregon, and its Lessee, UNION PACIFIC RAILROAD COMPANY, a corporation of the State of Utah,

hereinafter collectively called the "Railroad Company", and STATE OF OREGON, acting by and through its State Highway Commission,

hereinafter called the "Licensee", WITNESSETH:

WHEREAS, the Licensee desires to construct and thereafter to maintain and operate a pipe, two (2) inches in diameter, encased within a pipe four (4) inches in diameter, for conveying water,

(hereinafter called the "Pipe Line"), across the right of way and underneath the roadbed and track or tracks of the Railroad Company at or near Hood River (M.P. 64.67) County of Hood River, State of Oregon,

in the location indicated in red upon the plat hereto attached, which plat is hereby made a part of this agreement and marked "Exhibit A".

The parties hereto agree as follows:

1. The Railroad Company, for and in consideration of the payments and covenants hereinafter mentioned to be made, kept and performed by said Licensee, does hereby license and permit said Licensee to construct and thereafter, during the term hereof, to maintain and operate the Pipe Line in the location aforesaid.

2. This agreement shall be effective from and after the 27th day of June 1961, and shall continue in full force and effect until terminated as hereinafter provided.

3. [redacted]

4. The Licensee shall bear the entire expense incurred in connection with the construction, maintenance, renewal and removal of the Pipe Line, including all expense incurred by the Railroad Company in connection therewith for supervision, inspection, or otherwise; and all work performed, and materials used in connection therewith within the limits of the right of way of the Railroad Company shall be done under the direction of and be satisfactory to the Chief Engineer of the Railroad Company or his authorized representative. Direction, supervision or approval of said work by the Railroad Company or its Chief Engineer or his authorized representative shall not operate to relieve the Licensee, in whole or in part, from responsibility for the safe and adequate construction, maintenance and operation of the Pipe Line in accordance with this agreement.

5. Nothing shall be done or suffered to be done by the Licensee at any time that would in any manner impair the usefulness or safety of the track or tracks of the Railroad Company, or of any other tracks that hereafter may be constructed within the limits of said right of way. The Railroad Company reserves and shall have the right at any and all times to make such changes in its existing track or tracks and structures, or in the present standards thereof, and to construct, maintain and operate such additional tracks and structures on said right of way in the vicinity of the Pipe Line, and over and across the same, as from time to time it may elect and the Licensee shall bear the expense of making such modifications or changes in the location of the Pipe Line as may be required by the Railroad Company in connection with such changes in said track or tracks and structures, or in the present standards thereof, and such additional tracks and structures. All the terms, conditions and stipulations herein expressed with reference to the maintenance, repair and renewal of the Pipe Line in the location hereinbefore described, shall apply to the Pipe Line as relocated, changed or modified within the contemplation of this section.

6. The Pipe Line and all parts thereof within and outside of the limits of the right of way and premises of the Railroad Company shall be constructed and at all times maintained, repaired, renewed and operated in such manner as

to cause no interference whatsoever with the constant, continuous, and uninterrupted use of the tracks, property and premises of the Railroad Company, both as regards operation, maintenance, repairs and renewals, or new construction by the Railroad Company. The Pipe Line and each and every part thereof shall be constructed and maintained [redacted] thru Railroad Company culvert No. 64.67 placed at a . . . . . . . . . . . . . . . . depth of not less than /twenty-three (23) feet below the base of rail of the Railroad Company's track or tracks.

7. [redacted]

8. This license may be revoked at any time by the Railroad Company or its successors or assigns, by the giving of thirty (30) days' notice in writing mailed to the Licensee at the address noted below the signature of the Licensee hereto, and should the Pipe Line be permitted to be in bad order or condition for twenty-four (24) hours, then the Railroad Company may at once revoke this license without notice, and in the event of termination of this agreement howsoever the Licensee shall be without recourse or redress of any character against the Railroad Company by reason thereof, nor shall such termination prejudice or impair any right of action for damages or otherwise that the Railroad Company may have against the Licensee.

9. Within fifteen (15) days after the termination of this agreement howsoever, the Licensee shall remove all property of the Licensee herein provided for from that portion of the right of way of the Railroad Company not occupied by the said roadbed and track or tracks, and shall restore, to the satisfaction of the Railroad Company, the said right of way to as good condition as it was in at the time of the construction of the Pipe Line; and if the Licensee fails so to do, the Railroad Company may do such work of removal and restoration at the cost and expense of the Licensee. The Railroad Company, may at its option, upon such termination, at the entire cost and expense of the Licensee, remove the portion of the Pipe Line located underneath said roadbed and track or tracks, and restore said roadbed to as good a condition as it was in at the time of the construction of the Pipe Line, or it may permit the Licensee to do such work of removal and restoration under the supervision of the Railroad Company; and in the event of the removal by the Railroad Company of the property of the Licensee and of the restoration of said roadbed and right of way as herein provided, the Railroad Company shall in no manner be liable to the Licensee for any damage sustained by the Licensee for or on account thereof, and such removal and restoration shall in no manner prejudice or impair any right of action for damages or otherwise that the Railroad Company may have against the Licensee.

10. The waiver by the Railroad Company of the breach of any condition, covenant or agreement herein contained to be kept and performed by the Licensee, shall in no way impair the right of the Railroad Company to avail itself of any subsequent breach thereof.

11. The Licensee shall not assign this agreement or any of the rights hereunder without the written consent of the Railroad Company.

12. This agreement shall be binding upon and inure to the benefit of the Railroad Company, its successors and assigns, the Licensee and the heirs, executors administrators, successors and assigns of the Licensee. The protective and indemnifying provisions hereof shall also inure to the benefit of any other railroad company or companies or other persons or corporations lawfully using or occupying the tracks or right of way of the Railroad Company.

13. The portion or portions of the Pipe Line located or to be located underneath said track or tracks shall consist of a two (2) inch galvanized water pipe extending through Railroad Company's culvert No. 64.67.

placed at a depth below the base of the rails of said track or tracks as indicated on Exhibit A, and prior to the commencement of any work in connection with such portion or portions of the Pipe Line (whether of construction, maintenance, repair, renewal modification, relocation, reconstruction or removal), the Licensee shall submit to the Railroad Company plans setting out the method and manner of handling the work and shall not proceed with the work until such plans shall have been approved by the Chief Engineer of the Railroad Company and then only under the supervision of said Chief Engineer or his representative. The Railroad Company shall have the right, if it so elects, to provide such support as it may deem necessary for the safety of its track or tracks during the time such work is being done, and, in the event the Railroad Company provides such support, the Licensee shall pay to the Railroad Company, within fifteen days after bills shall have been rendered therefor, all expense incurred by the Railroad Company in connection therewith, which said expense shall include all assignable costs plus ten per cent (10%) to cover elements of expense not capable of exact ascertainment.

14. The Licensee agrees to shore and crib all excavation and/or trenching for the installation and maintenance of said Pipe Line on Railroad Company property in sufficient strength to withstand any vibration caused by operations of the Railroad Company over trackage in the vicinity of such excavation or trenching, to the satisfaction of the Railroad Company, and in the event such work is performed for the Licensee by any contractor or subcontractor the Licensee shall require such contractor or subcontractor to perform such work in the manner as above provided

Special provisions - **INJURY AND DAMAGE** -

(a) Insofar as it may lawfully do so, the Licensee will reimburse the Railroad Company as part of the expense of the work contemplated by this agreement, for any expense incurred by the Railroad Company because of: (1) injury to or death of their officers, agents, employees, passengers or others, or (2) damage to or destruction of their property or property in their custody or other property, caused by the Licensee or its contractors, subcontractors, agents or employees, in the performance of any work contemplated by this agreement.

(b) If the Licensee or its contractors, subcontractors, agents or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroad Company or of any other corporation, person or firm lawfully occupying property of the Railroad Company, the Licensee shall restore or replace such damage at its own cost and expense, insofar as it may lawfully do so.

(c) Nothing contained in this agreement shall ever be held to impose any personal financial responsibility upon any member of the Oregon State Highway Commission or their officers, agents or employees.

IN WITNESS WHEREOF, the parties hereto have executed [illegible]

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY

By

[illegible] Manag-

APPROVED:

/s/ G. S. Paxson
Ass't. State Highway Engineer

/s/ Mark Astrup
State Parks Superintendent

APPROVED AS TO FORM

/s/ L. I Lindas
Chief Counsel

STATE OF OREGON, acting by and through its State Highway Commission,

/s/ By M. K. McIver
Chairman

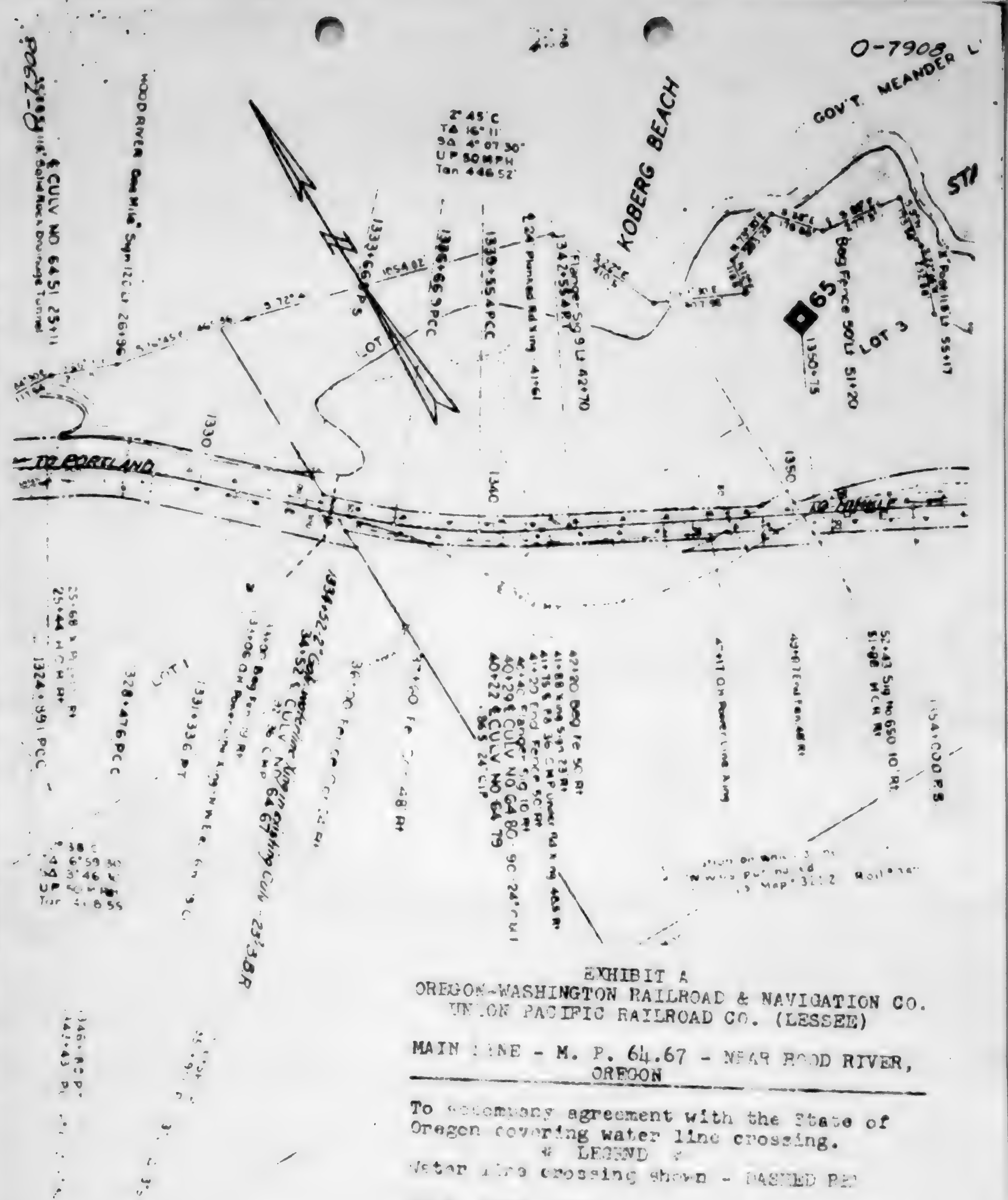
/s/ By K. N. Fridley
Commissioner

/s/~~Attest~~ By Glenn L. Jackson
Commissioner

Attest:

Secretary

Address: Salem, Oregon.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GOV'T. MEANDER L
KOBERG BEACH
STA
2°45' C
TΔ 16°11'
SΔ 4°07'30"
UP 50 MPH
Tan 446.52'
LOT 1
LOT 3
65
1330
1340
1350
TO PORTLAND
HOOD RIVER One Mile Sign
& CULV NO 64.51
1336+65.9 PCC
1330+55.4 PCC
1334+52.2
1328+47.6 PCC
1331+33.6 PT
1324+89.1 PCC
1350+15
1354+00.0 PS
CULV NO 64.80
CULV NO 64.79
Beg Fence 50 Lt 51+20
Sig No 650 10' Rt
23°38' R

EXHIBIT A
OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

MAIN LINE - M. P. 64.67 - NEAR HOOD RIVER,
OREGON

To accompany agreement with the State of Oregon covering water line crossing.

* LEGEND *

Water line crossing shown - DASHED RED

DIVN. ENGR. OFF.
SCALE 1" = 400'

ALBINA, OREG.
June 16, [illegible]

RECEIVED
MAY 29 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad
2525 N. Larrabee
Portland, Oregon

Dear Mr. Baker:

We would like to obtain permission from the Union Pacific Railroad Company for a water pipe line across railroad right of way.

This is necessary in order to provide a potable water supply to the proposed park development at Koberg Beach Wayside.

The Wayside is located approximately one and one-half miles easterly of the City of Hood River and on the banks of the Columbia River.

We propose to use an existing 36-inch culvert in the railroad embankment as the conduit for the pipe line. This is approximately station 1332 + 65 on the railroad. I am attaching a map showing this proposal.

Would you please let me know if this permission can be granted, and if so, the procedure we must follow to obtain official permission.

Very truly yours,

Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant State Parks
Superintendent

AS:HL
cc: G. S. Paxson ✓

Attach.

RECEIVED
[illegible]
STATE [illegible] ENGINEER

RECEIVED
APR 12 1961
FOR FILING

[redacted]

Salem, Oregon
April 11, 1961

Parks Resolution No. 3-5-b

Carl Williams
DMS, The Dalles

As requested by Mr. George Martin, of the Bend Office, attached is a copy of State Parks Resolution No. 3-5-b, adopted by the Commission on March 10, 1961, covering the naming of "Koberg Beach Wayside".

Floyd Query, Secretary

jmc

Encl.

cc: George Martin
Bend Office

COR BND 4////// 59 4/10/61 9:40A

FLOYD GUARY

PLEASE SEND PARKS RESOLUTION C-5-B DATED MARCH 10 TO CARL WILLIAM
AT THE DALLES

GEO
MARTIN
LH :..

RECEIVED
APR 5 1961
FOR FILING

FORM E-30 50M 7-60 29395

14-3214

7/

3960

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
April 3, 1961

**SUBJECT:** Resolution relating to designation of land as the "Koberg Beach Wayside"

To: Mr. Floyd Query
Secretary

OFFICE

NOTED
FLOYD QUERY

Attached hereto are five copies of the above resolution, prepared in response to your request of March 16, 1961. Additional copies of the resolution are available.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
cc: L. I. Lindas
Attachments

[illegible]

RECEIVED

14-3-

NOTED
W. C. WILLIAMS

Jan. 9, 1961

Mr. Mark H. Astrup, Supt.
State Parks & Recreation
State Highway Department
Salem, Oregon

Dear Mr. Astrup:

Thank you for your kind response to our letter of recent date. We shall look forward to receiving a copy of your completed Koberg Beach Plans. We shall also anticipate giving your office every assistance during the coming year.

It is my opinion that the operation of the State Parks Department under the Highway Department has been a most effective and productive association.

Yours very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D Bartch

George D. Bartch, Manager

GDB/na

cc: Gov. M. O. Hatfield
Mr. W. C. Williams

COPY

RECEIVED
JAN 10 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1[illegible] 1961
[illegible]
[illegible]

RECEIVED
FORM E-123-X 75M 1-60
1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

14 [illegible] 4

5162

January 3, 1961

NOTED
W. C. WILLIAMS

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

Thank you for your letter of December 30, 1960 giving information on your park programs and extending your best wishes to me personally.

I was interested in the plan that you included for Koberg Beach. We are working now on a development plan for this area and, although it does not correspond in all details to yours, I believe that it will be eminently satisfactory to your local residents and to highway users in general.

We will furnish you a copy of this plan as soon as it is completed and approved by the State Highway Commission.

Very truly yours,

Mark H Astrup

Mark H. Astrup, Supt.
State Parks & Recreation

MHA vjl

cc Gov. M. O. Hatfield
Mr. W. C. Williams ✓

RECEIVED
JAN 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
14 3.14
[illegible]

NOTE:
W. C. WILLIAMS

July 25,1960

Mr. Mark H. Astrup
Deputy State Parks Superintendent
State Highway Department
Salem, Oregon

Dear Mr. Astrup:

A sentence cannot convey the pleasure that was received from reading your letter of July 21 regarding Koberg development. Needless to say, we welcomed the decision of the Parks Department to proceed with Koberg development and we are confident that public response will testify to the wisdom of the installation. We will look forward to being of assistance in any way possible.

Yours very truly,
HOOD RIVER COUNTY CHAMBER OF COMMERCE

Geno
George D. Bartch, Manager

GDB/rwb
cc-W.C.Williams

COPY

RECEIVED
JUL 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
[illegible] 1960
FOR FILING
44-3314

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

July 21, 1960

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

In Mr. Armstrong's absence I wish to acknowledge receipt of your letter of July 19 and to thank you for the information concerning the City water supply.

Mr. McCosh and I visited the Koberg Beach area last week for an additional investigation of development of the site. It is planned that the depression west of the entrance road will be filled and probably developed for picnicking. Other developmental possibilities are still under consideration, but I am certain that the people of Hood River, as well as other residents of the state and visitors to Oregon, will be pleased with the type of development that will be made.

Your offer of local cooperation is greatly appreciated.

Very truly yours,

Mark H Astrup

Mark H. Astrup
Deputy State Parks Supt.

MHA vjl

cc Mr. W. C. Williams ✓
bc Mr. A. N. Burt, District Supervisor

RECEIVED
JUL 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

REFERRED TO Cooper
By State Highway Engineer

July 19,1960

COPY

Mr. C. H. Armstrong
State Parks Superintendent
Salem, Oregon

Dear Mr. Armstrong:

Reference is made to a letter received from Mr. W. C. Williams regarding a fill for the slough area in the center of Koberg Beach property.

It is our desire to have the fill made only in the depression area directly adjacent to the beach frontage. With that thought in mind we welcomed the opportunity of meeting with your Park Division representatives yesterday to personally review the Koberg development. The thought goes through our mind that possibly the State Highway Department felt that we wanted the entire Koberg Beach park area filled to elevation 80; we were only concerned with the hole on the west side of the site.

Again we want to assure the Highway Department that if the hole is filled we can carry on the Park development from there.

As an aside, we checked with our City Water Department regarding a water supply. They plan to serve our Industrial Site No. 1 just east of the Toll Bridge with a 12 inch main. Installation will proceed as soon as an industrial client is located.

Youre very truly,

HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartsch

GDB/rwb
cc-Mr. W. C. Williams
State Highway Dept.
Salem, Oregon

George D. Bartsch, Manager

RECEIVED
JUL 19 1960
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JUL 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1960
FOR FILING

1715

July 11, 1960

Mr. George D. Bartch, Manager
Hood River County Chamber of Commerce
207 Cascade Avenue
Hood River, Oregon

Dear Mr. Bartch:

Reference is made to your letter of June 14 requesting that the State Highway Department fill in a slough area in the center of the Koberg Beach park area being developed on the Hood River-Shogren paving project. We have investigated the matter and find that approximately 25,000 cubic yards of material would be required to fill the area to elevation 80. The fill material would have to be shot down from the Koberg Quarry.

We feel that a job of this magnitude, if undertaken, should be undertaken only through methods of competitive bidding rather than attempting to negotiate a unit price with our contractor on this section.

Mr. C. H. Armstrong, State Parks Superintendent, has been advised of your request and has participated in the investigation. He is continuing his investigation of the problem and will contact you in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp ms

cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. H. Armstrong

PLEASE RETURN TO
FORREST COOPER

HOOD RIVER COUNTY CHAMBER OF COMMERCE

MT. HOOD, LOST LAKE, THE HOOD RIVER VALLEY
THE SPORTSMAN'S PARADISE

▼

HOME OF THE FAMOUS HOOD RIVER FRUIT
APPLES, PEARS, CHERRIES, STRAWBERRIES

207 Cascade Avenue • Telephone 1741
HOOD RIVER, OREGON

REFERRED TO
Cooper
by State Highway Engineer

June 14,1960

Mr. W. C. Williams, Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Reference is made to the so-called Koberg Beach Area approximately two miles east of Hood River adjacent to new U. S. 80N expressway construction. You will recall that through the efforts of this Chamber and other interested organizations, on and off ramps from the westbound lanes of Highway 80 were approved by the Bureau of Public Roads in January of 1959. Such improvement will provide access to Koberg Beach, thus providing vitally needed recreational use and development for this section of the Columbia River. This is in keeping with the comprehensive recreation plans being effected in connection with The Dalles Dam and the McNary pools.

The people of Hood River are cognizant of our great recreation resources and have recently organized a County Park Commission to further this end. Currently fine progress is being made on a park project located six miles south of the City of Hood River on the Hood River. The National Guard, County Court, Clubs and Organizations, and local industries all are having a part in the construction. Initial rough grading and road work was done by the Guard. We believe that similar work can be organized locally for the Koberg Beach project.

With this in mind, we have enclosed a copy of proposed plan for Koberg Beach. An inspection of the area will show that the access road is progressing nicely. The one big problem is a slough area in the center of the park area. (Noted on blueprint). We wish to propose that the Highway Department take the necessary steps to have this depression filled while their rock crushing equipment is still working at the site. Spoil from adjacent Stanley Rock should easily provide the necessary material. We sincerely ask that our request will be given your serious consideration.

Yours very truly,

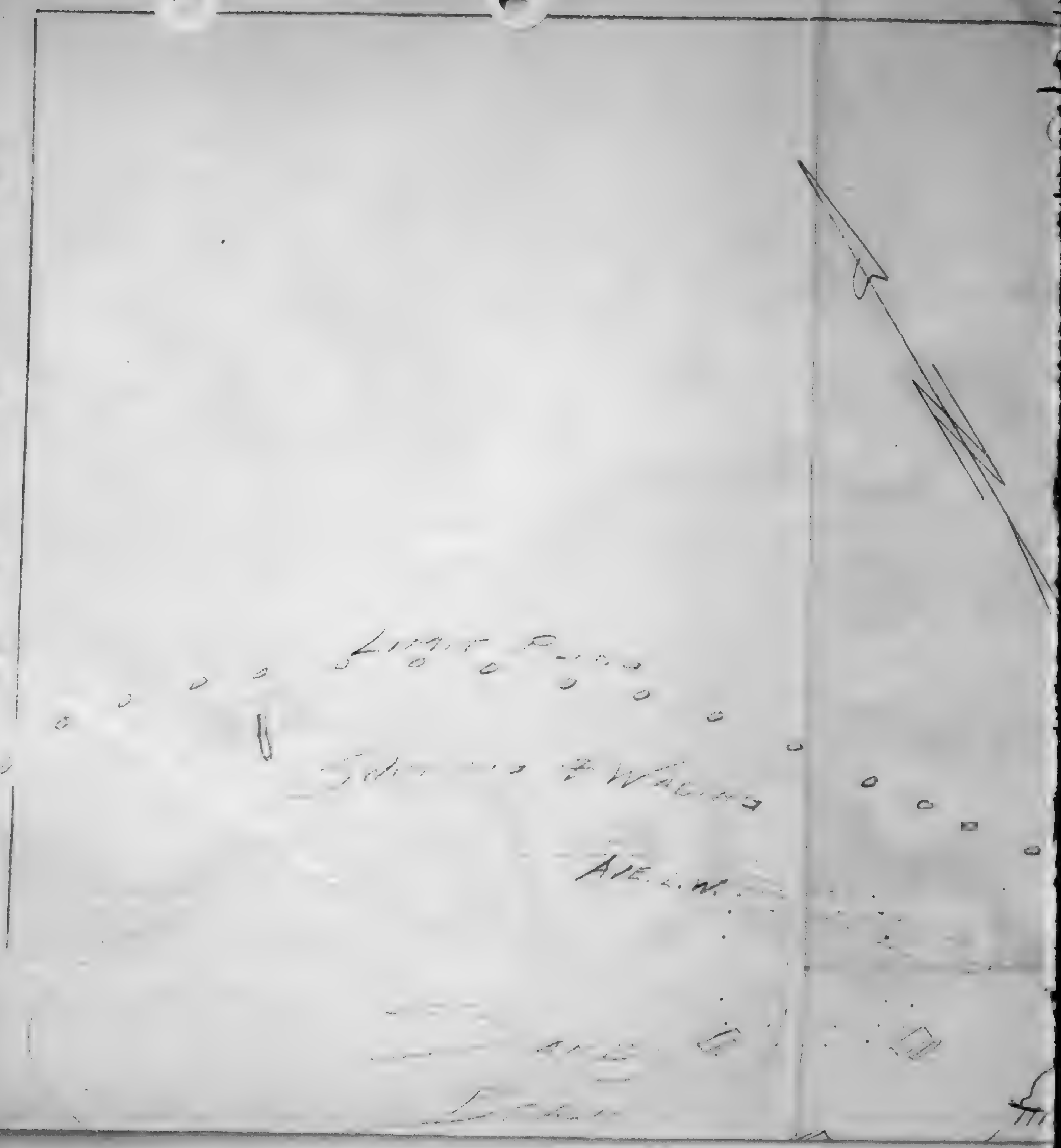
HOOD RIVER COUNTY CHAMBER OF COMMERCE

George D. Bartch

George D. Bartch, Manager

GDB/rwb
Enclosure

cc C. H. Armstrong
Ken Fridley
Forest Cooper
H. S. Coulter
Dean Swift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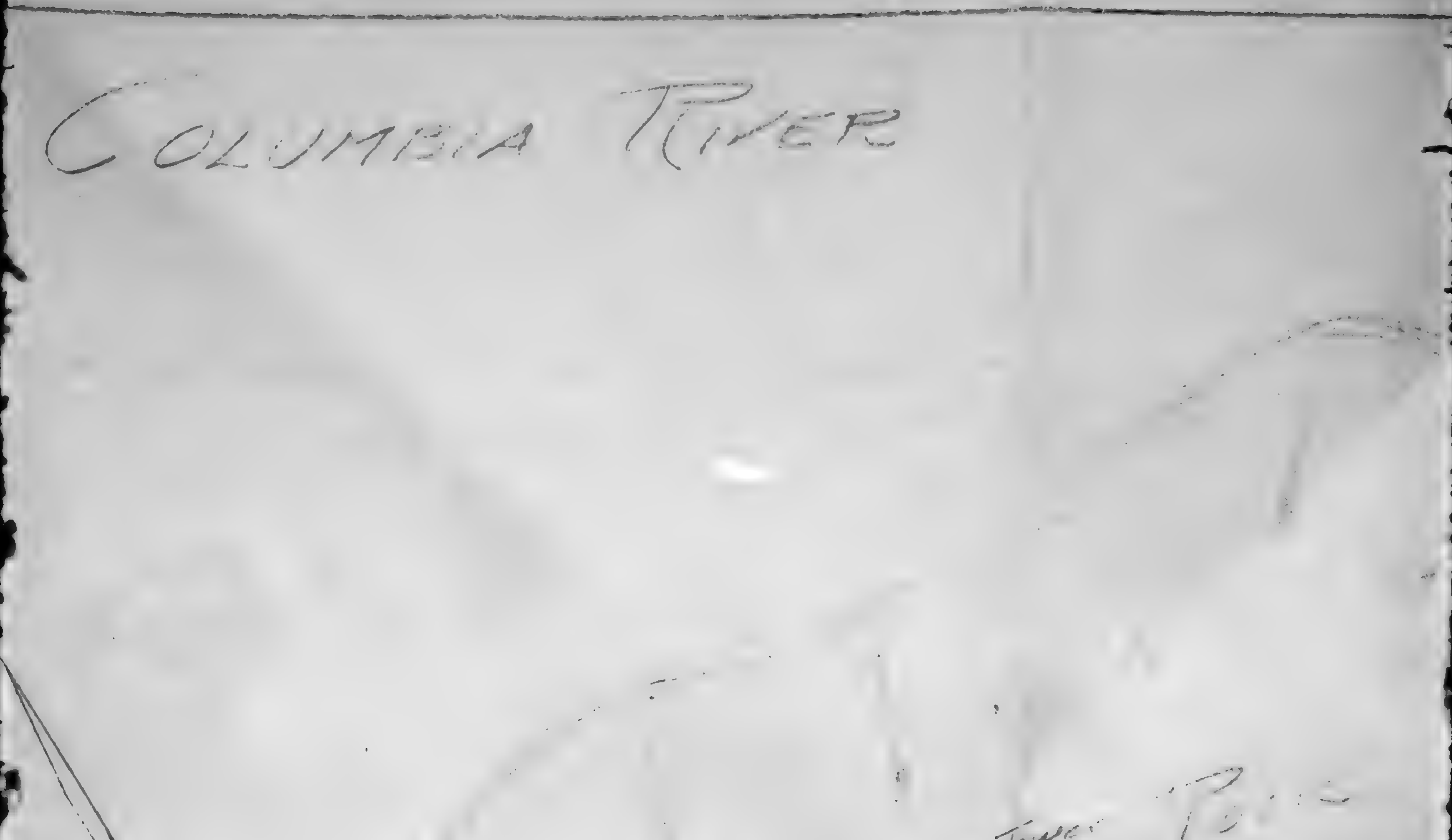
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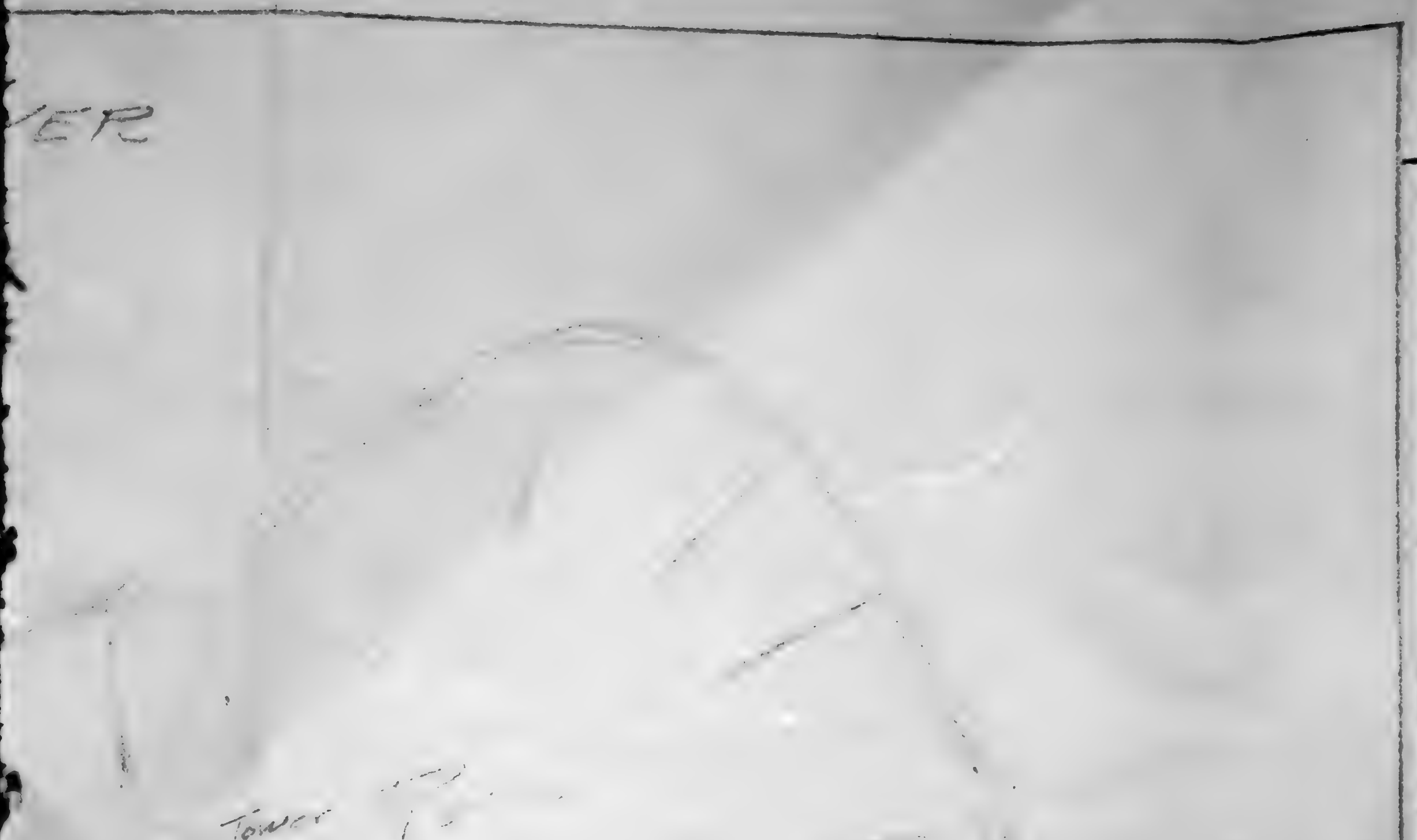
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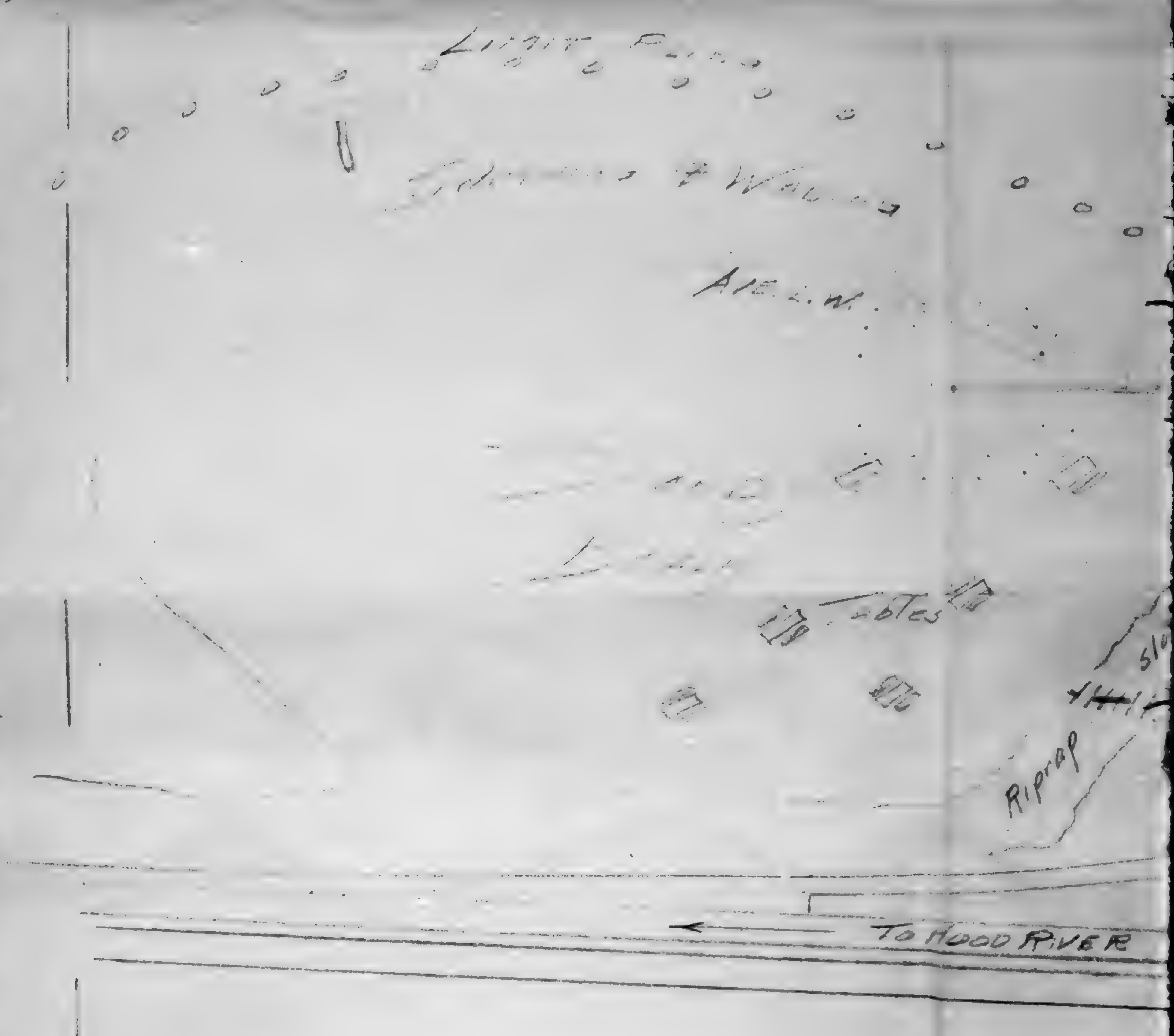
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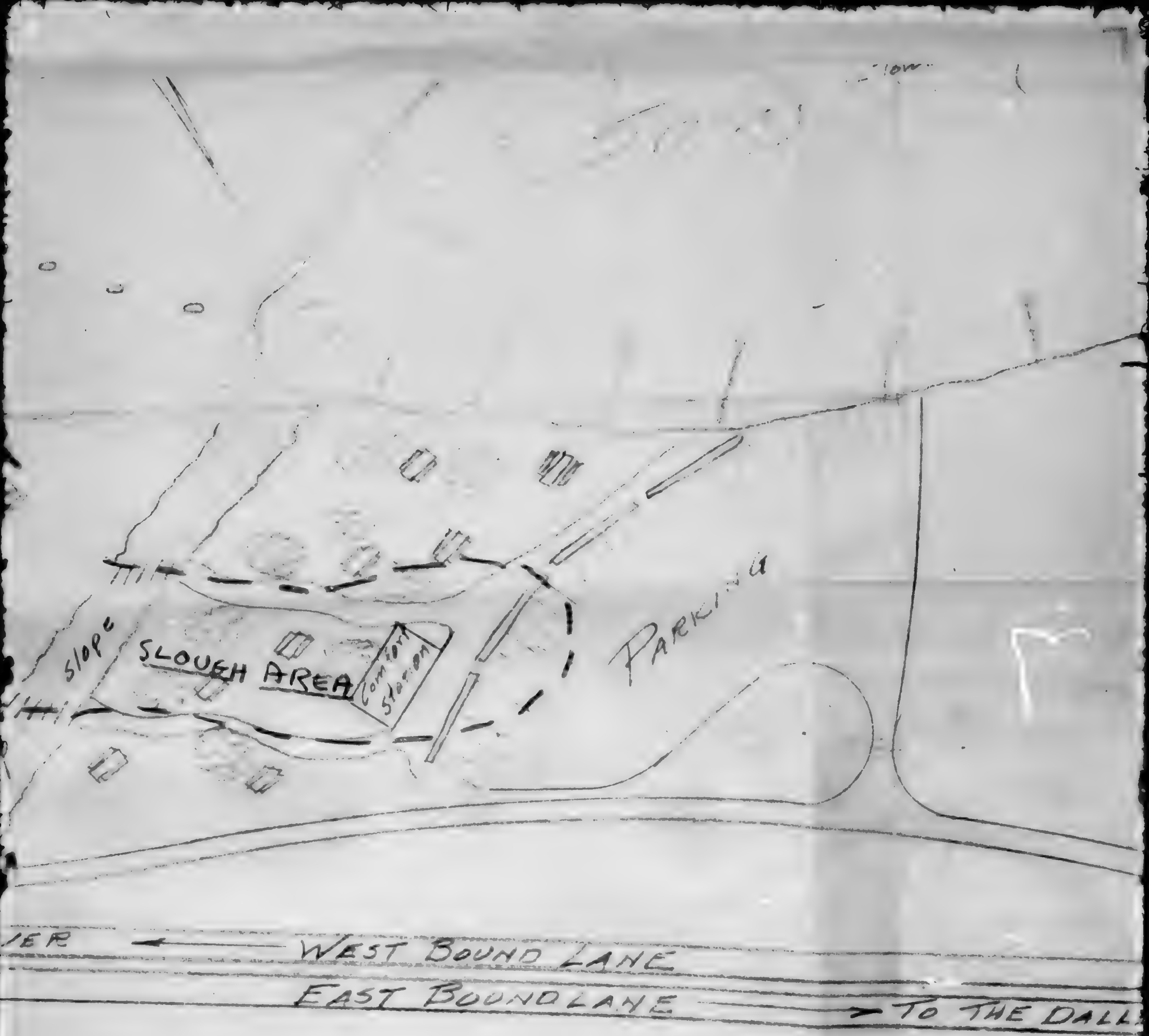
To Hood River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SLOUGH AREA
Comfort Station
Parking
IER
WEST BOUND LANE
EAST BOUND LANE
TO THE DALL

# KOBERG BEACH

PLANNING
Scale 1" = 100'

→ TO THE DALLES →
CH

I-5-1(33) Rock Point-Seven Oaks Sec., 1961
36 Pacific Hwy., N. of Central
#5961 Point [redacted]

C&A 2404

C & A 2373 4-6-61
C & A 3815 8-21-69

C

RECEIVED
SEP 30 1969
FOR FILING

I-5-1(3-)
5961

4 h

MISC. CONTRACTS and
AGREEMENTS No. 3815

August 21, 1969

8-19-69

Gold Hill Irrigation District
Gold Hill, Oregon 97525

Attention: Bertha Ross

Gentlemen:

Attached for your records is a fully executed copy of an agreement providing for maintenance of an irrigation ditch required by the construction of the Evans Creek-Rock Point Section and Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Attachment

cc F. D. Morgan
Attn: Ted Litchfield

FORM 2-30 (12-67)

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1969

SUBJECT:
Agreement
Gold Hill Irrigation District
Evans Creek-Rock Point Section and
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

Herewith you will find duplicate counterparts of an agreement between the Gold Hill Irrigation District and the State providing for the structural and operational maintenance of an irrigation ditch relocated as required by the construction of the above captioned section.

The excavation of the cut at Rock Point required that the irrigation ditch be relocated on the cut slope and lined with concrete. This agreement provides for the State to remove rocks and debris from the relocated canal originating from the cut slope and to maintain the bench between the canal and the cut slope. We are also to perform all structural maintenance on the portion of the canal constructed by the State. In addition, we are to repair the canal and its banks damaged by debris from our cut slope above the ditch lying west of the concrete lined portion and below our cut slope. This maintenance work must be coordinated with the District so as not to interfere with their irrigation season.

The District will perform all operational maintenance of the canal other than the removal of slough from the highway cut slope and will perform the structural maintenance of the portion of the concrete lined canal easterly from the portion constructed by the State.

This agreement is necessary since the District has prior rights in the area and the maintenance of the portion relocated by the State has been a point of controversy between theDistrict and the State since its construction in 1960.

This agreement has been reviewed and approved by the State's Legal and Construction Divisions and has been executed by the District. We recommend your approval and request that it be placed on the agenda for the Commission meeting of August 19, 1969. A rough draft letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
AUG 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:ss
Enclosure

RECEIVED
AUG 13 1969
FOR FILING

I-5-N 38 D
1961

August 12, 1969

Oregon State Highway Commission

Gentlemen:

In 1960 during the construction of I-5 between Evans Creek and Seven Oaks in Jackson County, it was necessary to relocate on the edge of the right-of-way irrigation facilities belonging to the Gold Hill Irrigation District.

Since the construction, there have been some differences of opinion as to the maintenance responsibilities of the Highway Division and the Irrigation District. In order to reconcile these differences, an agreement has been prepared which defines the State's responsibility to the removal of rocks and debris which might slough from the roadbed cut into the ditch and to maintain the bench between the ditch and the cut slope. The State will also perform any structural maintenance on the concrete lined portion of the ditch which was constructed by the State.

The District is to perform all operational maintenance other than that mentioned above and will continue structural maintenance on that portion of the lined canal easterly from that constructed by the State.

It is estimated that these obligations will not exceed $200 annually.

This matter will appear on the agenda for the August 19 meeting. Your approval is recommended, with authority for the Secretary to execute the agreement in your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

Floyd Query
cc: R. L. Porter
F. D. Morgan
V. D. Wolfe
T. W. Litchfield
C. T. Keasey
V. E. Skoog
TWL:ss/RLP:ms sr

RECEIVED
JUN 2[illegible] 1969
FOR FILING

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5-1([illegible]3)36
5-7-69

June 20, 1969

Gold Hill Irrigation District
Gold Hill,
Oregon 97525

ATTENTION: Mrs. Bertha K. Ross, Secretary

Re: Maintenance Agreement
Evans Creek-Rock Point Section
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

Gentlemen:

Herewith you will find triplicate counterparts of the above captioned agreement. The agreement is the same, in context, as the prior one submitted to you by Mr. John E. Holcomb on April 28, 1969. Please review this agreement and if satisfactory, have it executed by the appropriate officials of the Gold Hill Irrigation District. Return two copies to this office so that we may have them placed on the agenda for the next Highway Commission meeting. A fully executed copy will be returned to you for your files.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Jackson Cartwright
for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss

Enclosure

cc: F. B. Klaboe
Jack Sollis
C. T. Keasey
J. E. Holcomb

RECEIVED
JUN 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 5 - 1965

FOR FILING

Salem, Oregon
February 3, 1965

Mr. [illegible] Foster
Maintenance Engineer

I attach herewith Bowman's summary of report of porcelain enamel sign failures. I have instructed Oscar White of the lab to take the following steps:

1. To determine by use of the [illegible], by means of a series of tests on signs which we know to be satisfactory, what the actual color reading should be.

2. To establish by a further test or tests what the minimum reading should be at the end of the 10-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Bowman reports as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give me the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will include the porcelain boards which are separating. They can be carried out as a separate unit of work. You shall establish and submit for my approval a basis for determining failure of a porcelain board. This will require wrestling with the problem of whether or not a board which has separated fails to deliver the sign message which it was designed to impart.

Attachment

Tom Edwards
Assistant State Highway Engineer

TE:jm

cc Forrest Cooper
[illegible]
[illegible] (Enc.)
[illegible] (Enc.)
[illegible]
Oscar White

[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)

FORM E-30 50M 5-62 43808

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N. Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM E-30 26M 9-61 88318

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1965

**SUBJECT:** Defective Porcelain Enamel Sign Replacement

Mr. George Rohde
To: ~~Mr. Leonard I. Lindas~~
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace These signs in accordance with the terms of the guarantee:

SECTION Rock Point-Seven Oaks
HIGHWAY Pacific
CONTRACT NO. 5961 GUARANTEE NO. IV-P, II-L
CONTRACTOR Peter Kiewit

MANUFACTURER California Metal Enameling Company
6904 E. Slauson Ave.
Los Angeles, Calif.

DATE MANUFACTURED 1962 Date Accepted June 1963

| SIGN NO. | TED DWG. NO. | STATION | MESSAGE | FAILURE REPORTED |
|---|---|---|---|---|
| 9 | S 167 | Interchange | GOLD HILL-JACKSONVILLE | March 1964 |

Fading and discoloration are the cause of all reported failure.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer Div. III

RECEIVED
JUL 1 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 25, 1964

Project No. I-5-1(33)36
File No. 20802 and 20804
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Your concurrence is requested in the public sale of an excess parcel containing 1.45 acre of land, located on the north side of the Pacific Freeway at Tolo Road Overcrossing, near Central Point. (Approximate Station 386+35, Milepost 282.05 to Station 389+75, Milepost 282.11.

The right of way for this project was acquired under Project No. I-5-1(28)36. The project is in an open status. Construction was performed under Federal-aid Project No. I-5-1(33)36 Rock Point-Seven Oaks Section, Pacific Highway, Jackson County. Construction has been completed.

A description of the area to be sold is enclosed, as well as a portion of the right of way plan, whereon is shown in red color, the parcel to be sold.

This property was acquired as part of an entire taking of land. The area lies outside the normal right of way width and will not be needed for future or present highway needs. No access will be allowed to the Pacific Freeway.

Disposal of the parcel is in the public interest in that it will be returned to the tax rolls of the County.

If you have any questions on this matter, please feel free to contact this office.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

RECEIVED
JUN 26 1964
OFFICE OF
STATE HIGHWAY ENGINEER

SM
cc: Lloyd P. Shaw
L. H. Young
Attachments

NOTED
LLOYD P. SHAW

RECEIVED
DEC 23 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: C. H. Maison, Controller

December 17, 1963

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
L. R. Backlund

By: L. R. Backlund Manager
Administrative Manager

Courtesy Audit
Southern Pacific Railroad Company - Bill GMO #82450
Oregon Project I-5-1(33)36

Pursuant to your request, an audit of the subject bill has been made.

The following documents are returned:

- Railroad Fiscal Review Sheet
- Copies of Southern Pacific Bill GMO #82450
- State, Agreement assembly with related correspondence
- Audit Working papers

Inasmuch as this project was not programed until 6/16/61 and P.E. authorized on 6/20/61, the preliminary engineering costs incurred prior to these dates would be non-participating.

Attachments

NOTED
R. L. PORTER

Original to Maison
with attachments
12-17-63

cc Young 12-23-63

RECEIVED
DEC 11 1963

FOR FILING

| |
|---|
| [illegible] 1(33) |
| |
| / |

December 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that all force account and cleanup work was completed on August 14, 1963, on Contract No. 5961, Rock Point-Seven Oaks Section in Jackson County, in connection with Federal-aid Project No. I-5-1(33)36.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb

RECEIVED
DEC 6 - 1963

FOR FILING

(55)

5961

December 6, 1963

Farwest Steel Co.
P. O. Box 632
Eugene, Oregon

Attention: Mr. H. E. Evans

Gentlemen:

Thank you for your letter of December 4 informing us that you have received $1,131.78 from R & M Construction Co. which satisfies in full your claim for fabricated reinforcing steel. You state that this is in reference to State Highway Contract No. 5961 with Peter Kiewit Sons' Co. for grading, paving, signing on Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

This information is being noted in our records and we will advise the surety and the contractor that your claim has been paid in full.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

NOTED ON CARD
dc

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Commissioners
CWH:fp

P. O. BOX 632

PHONE DI 3-7781

**FARWEST STEEL CO.**

EUGENE, OREGON

December 4, 1963

Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Oregon State Highway Contract No. 5961
Rockpoint-Seven Oaks Section.

Gentlemen:

We have received $1,131.78 from R & M Construction Co. which satisfies in full our claim for fabricated reinforcing steel installed in reference project.

Very truly yours,

FARWEST STEEL CO.

H. E. Evans

HEEdb

cc: P. Kiewit - Mfd.
R & M Constr.
United Pac. Ins.

Ole, please reply
FG

NOTED
C. W. HEAD

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER CAUSES OF DELAY BEYOND OUR CONTROL.
PRICES SUBJECT TO CHANGE WITHOUT NOTICE UNLESS OTHERWISE NOTED.

RECEIVED
DEC 6 - 1963
FOR FILING

December 5, 1963

J. H. Baxter & Co.
541 Pittock Block
Portland, Oregon, 97205

Attention: Mr. A. W. Irwin

Gentlemen:

Thank you for your letter of December 3 informing us that you have received from the United Pacific Insurance Company a draft in the amount of $4,329.32 which settles your claim against W & W Construction Co.

Our records indicate this to be in connection with State Highway Contract No. 5961 with Peter Kiewit Sons' Co., prime contractor, for grading, paving and signing on the Rock Point-Seven Oaks Section of the Pacific Highway inJackson County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

NOTED ON CARD
lc

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Commissioners
CWH:fp

**J. H. BAXTER & CO.**
POLES - PILING - LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
97205

PHONE 503-227-2574
TELETYPE: 503-224-4877
FILE NO.

Refer to: AI-547
PE-965 PE-541
PE-878 PT-283

December 3, 1963

Oregon State Highway Commission
Room 419
State Highway Building
Salem, Oregon

Re: United Pacific Bond B-116051
Principal - R. & M. Construction Co.
Obligee - Peter Kiewit Sons
Subcontract - Kiewit Job No. 2999
Oregon State Highway Contract No. 5961
Rockpoint - Seven Oaks Section

Gentlemen:

This is to advise all concerned that we have received draft No. 194439 from United Pacific Insurance Company. This draft totals $4,329.32 and settles our claim against R & M Construction Company and United Pacific bond No. 116051.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin

AWI:pk
cc: Peter Kiewit Sons
R & M Construction Company
United Pacific Insurance Company -
Attention: R. L. Miller

Chc, please ack.

NOTED
C. W. HEAD

RECEIVED
DEC 3 - 1963

FOR FILING

[illegible]1(33)[illegible]

5961

December 2, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,413.79 will be made to Peter Kiewit Sons' Co., on contract #5961 for grading-paving-signing the Rock Point-Seven Oaks Section of Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,145,335.44, including the post-final payment. Of the total, $16,940.13 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 26 1963
FOR FILING

I-5-1(33)36

5961

477 Cottage Street N.E.
Salem, Oregon 97301

November 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

Deductions for moisture in Crushed Aggregates

The subject of excessive moisture in crushed base aggregates has come up after the completion of the following projects because in each case there was a large overrun in base materials and it was determined that part of the overrun was due to a high moisture content.

| | |
|---|---|
| F-124(21) | Buena Vista-Cape Sebastian Section - # 5793<br>Oregon Coast Highway |
| I-5-1(22)50 | Grants Pass-Evans Creek Section - # 5714<br>Pacific Highway |
| I-5-1(23)28 | Seven Oaks-Jackson Street Section - # 5831<br>Pacific Highway |
| I-5-1(33)36 | Rock Point - Seven Oaks Section - # 5961<br>Pacific Highway |

Our sister States in the Northwest evidently have had similar experiences because they now have sections in specifications which provide for deductions in pay quantities for excessive water.

Idaho's 1961 Standard Specification Page 69, states that moisture content in aggregates in excess of 4% will not be paid for.

Washington 1963 Standard Specifications, page 99, permits payment for a maximum of 4% water when less than 20% of the aggregate passes a 1/4" sieve and a maximum of 8% water when more than 20% passes the 1/4" sieve.

Montana deducts for that moisture content which exceeds 5%.

In view of the practices in these neighboring states and the considerable overruns on the listed projects, it appears that a similar specification warrants serious consideration for incorporation into Oregon's specifications.

original To Young
11-22-63

NOTED
LLOYD P. SHAW

(more)

We are verbally informed that this subject has been discussed several times within your organization and we would very much appreciate your furnishing us with any conclusions which you may have reached on the subject.

RECEIVED
NOV 1 [illegible]
Office [illegible]
STATE HIGHWAY [illegible]

RECEIVED
OCT 2 6 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 23, 1963

Metal Products Division
Armco Steel Corporation
2100 Milvia Street
Berkeley 4, California

Attention: Mr. R. W. Sanders
Credit Advisor
Pacific Region

Gentlemen:

This is to acknowledge receipt of your claim letter of October 17 stating that R & M Construction Co., Subcontractor, owes you $43,866.45 plus interest for materials.

From the description given it appears that the contract to which you refer is our Contract No. 5961 with Peter Kiewit Sons' Co. for grading, paving, and signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

So that there may be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

We are also advising the surety and the contractor of this filing.

When your claim has been paid, please let us know so that we can clear our records.

FILED
OCT 24 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

File #4036

RECEIVED
OCT 24 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

C. W. Head

By C. W. Head, Asst. Secretary

NOTED ON CARD
Ac

cc:
The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn.: Geo. C. Stephens
PLease Acknowledge Receipt of thie Claim

NOTED
C. W. HEAD

RECEIVED
OCT 25 1963

FOR FILING

I-5-1(6)

5961

October 23, 1963

Metal Products Division
Armco Steel Corporation
2180 Milvia Street
Berkeley 4, California

Attention: Mr. R. W. Sanders
Credit Advisor
Pacific Region

Gentlemen:

This is to acknowledge receipt of your claim letter of October 17 stating that R & W Construction Co., Subcontractor, owes you $43,866.45 plus interest for materials.

From the description given it appears that the contract to which you refer is our Contract No. 5961 with Peter Kiewit Sons' Co. for grading, paving, and signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

So that there may be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

We are also advising the surety and the contractor of this filing.

When your claim has been paid, please let us know so that we can clear our records.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head, Asst. Secretary

NOTED ON CARD

cc:
The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
711 E. Main
Medford, Oregon

Commissioners

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn.: Geo. C. Stephens

Please Acknowledge Receipt of this Claim.

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

ARMCO

ADDRESS REPLY TO
2180 MILVIA STREET
BERKELEY 4, CALIFORNIA 94704

October 17, 1963

Certified Mail

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Subject: Oregon State Highway Department Contract #5961
Jackson County, Pacific Highway, Rock Point-
Seven Oaks Section
Peter Kiewit Sons' Co., Contractor

Dear Sir:

Notice is hereby given that the undersigned, Metal Products Division, Armco Steel Corporation, formerly Armco Drainage & Metal Products, Inc., has a claim for materials furnished:

Armco Pre-Galvanized (Zincgrip) Flex-Beam Guardrail and Accessories such as Bolts, Nuts, and Washers

furnished to:

R & M Construction Co., Subcontractor
P. O. Box 848 (mailing address)
Central Point, Oregon

in the sum of:

| | |
|---|---|
| Materials | $43,866.45 |
| Accrued Interest at 6%<br>8/13/63 - 10/17/63 | 482.53 |
| | $44,348.98 |
| Plus Interest from 10/18/63<br>until payment is made<br>at $7.311 per day | $ |

NOTED
FLOYD QUERY

RECEIVED
OCT 18 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

against the bond taken from:

Peter Kiewit Sons' Co.
711 E. Main Street
Medford, Oregon

and

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

for the above described materials supplied on Oregon State Highway Department Contract No. 5961.

Very truly yours,

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION

formerly

ARMCO DRAINAGE & METAL PRODUCTS, INC.

R W Sanders

By: R. W. Sanders
Credit Advisor
Pacific Region

jkl

cc: Peter Kiewit Sons' Co.

The Aetna Casualty & Surety Co.

R & M Construction Co.

RECEIVED
OCT 16 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1963

J. H. Baxter and Company
541 Pittock Block
Portland, Oregon

Refer to: AI-471
PT-283

Gentlemen:

This is to acknowledge receipt of your claim letter of October 9 stating that R and M Construction Company, subcontractor, owes you $4,329.32 for median barrier and guard rail posts.

From the description in your letter, this appears to be in connection with the Peter Kiewit Sons' Company Contract No. 5961 for grading, paving and signing of Rock Point-Seven Oaks Section on the Pacific Highway in Jackson County.

The Aetna Casualty and Surety Company through Portland Service Department, 309 Yeon Building, Portland 4, furnished the performance bond on this contract. We will advise them that your claim letter has been received in this office.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing.

When your claim has been paid, please let us know so we can make the notation in our records.

File # 4631

FILED
OCT 14 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head, Assistant Secretary

NOTED ON CARD
Le

CWH:fkn

cc The Aetna Casualty & Surety Company
Portland Service Dept.
309 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Company
711 E. Main
Medford, Oregon

✓ Hon. Howell Appling, Jr.
Secretary of State

✓ NOTE: Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
OCT 14 1963
FOR FILING

[illegible]

5961

October 11, 1963

J. H. Baxter and Company
541 Pittock Block
Portland, Oregon

Refer to: AI-471
PT-283

Gentlemen:

This is to acknowledge receipt of your claim letter of October 9 stating that R and M Construction Company, subcontractor, owes you $4,329.32 for median barrier and guard rail posts.

From the description in your letter, this appears to be in connection with the Peter Kiewit Sons' Company Contract No. 5961 for grading, paving and signing of Rock Point-Seven Oaks Section on the Pacific Highway in Jackson County.

The Aetna Casualty and Surety Company through Portland Service Department, 300 Yeon Building, Portland 4, furnished the performance bond on this contract. We will advise them that your claim letter has been received in this office.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing.

When your claim has been paid, please let us know so we can make the notation in our records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

NOTED ON CARD
dc

CWH:fkn

cc The Aetna Casualty & Surety Company
Portland Service Dept.
300 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Company
711 E. Main
Medford, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Commissioners

NOTE: Please acknowledge receipt of this claim on the enclosed copy of this letter.

J. H. BAXTER & CO.
POLES-PILING-LUMBER
WOOD PRESERVING

Refer to: [illegible]
P-283

[illegible]
[illegible], Oregon

Attention: [illegible]

Subject: [illegible] Contract No. [illegible],
[illegible] Station, Prime
Contractor - [illegible] & Sons.

Gentlemen:

[illegible] of [illegible] in the amount of [illegible].

[illegible] approximately [illegible] and poles [illegible] project. The [illegible] $5,319.32. [illegible] subcontractor [illegible] Construction Co. in the amount of $1,[illegible], [illegible] mentioned above.

We assume that [illegible] the prime contractor, [illegible] bonding companies [illegible] proceed under [illegible] bond. [illegible] information regarding [illegible] claim [illegible].

Very truly yours,

J. H. BAXTER & CO.

H. A. [illegible]

NOTED
UERY

RECEIVED
OCT 16

RECEIVED
OCT 14 1963
FOR FILING

[illegible]

5961

October 8, 1963

Metal Products Division
Armco Steel Corporation
2180 Milvia Street
Berkeley 4, California

Attention: R. W. Sanders
Credit Advisor
Pacific Region

Gentlemen:

This is in reply to your letter of October 3 concerning the Peter Kiewit Sons' Company, contract No. 5961, for grading, paving and signing Rock Point - Seven Oaks Section on the Pacific Highway in Jackson County.

As requested we are attaching a copy of the contract and bond covering this contract. No special form is required for the filing of claims.

For your guidance we are attaching Excerpts from Oregon Revised Statutes relating to Public Contracts. On page 2 and 3 of these Excerpts you will find information pertaining to the execution and contents of notice of claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.
CWH:jf

NOTED ON CARD
dc

METAL PRODUCTS DIVISION
ARMCO STEEL CORPORATION
ARMCO

✓

ADDRESS REPLY TO
2180 MILVIA STREET
BERKELEY 4, CALIFORNIA 94704

October 3, 1963

Air Mail

Oregon State Highway Commission
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Floyd Query, Secretary

Reference: Oregon Highway Contract #5961 -
Rock Point - Seven Oaks Section
Peter Kiewit Sons' Co., Prime

Gentlemen:

We were a material supplier to R & M Construction Co., a subcontractor on the referenced contract.

Material furnished was Armco Pre-Galvanized (Zincgrip) Flex-Beam Guardrail, Bolts, Nuts, and Washers.

✓ Since we have not been paid in full for all materials furnished, please furnish us with a copy of the contract and surety bond on this contract as provided for by Section 279.512 of the Oregon Revised Statutes.

✓ If special forms are required to file claims as dictated by Section 279.526 of the Oregon Revised Statutes, will you please enclose a sample of the form required.

Very truly yours,

R. W. Sanders

R. W. Sanders
jkl

Credit Advisor
Pacific Region

cc: Peter Kiewit Sons' Co.
711 East Main
Medford, Oregon

R & M Construction Co.
P. O. Box 848
Central Point, Oregon

cc: The Aetna Casualty &
Surety Co.
Portland Service Dept.
300 Yeon Building
Portland 4, Oregon

Ole, please reply FQ

RECEIVED
OCT 4 1963
FOR FILING

5961

October 4, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On September 26, 1963, we wrote to you concerning release of final payment on contract #5961, awarded to Peter Kiewit Sons' Co., for grading-paving-signing the Rock Point-Seven Oaks Section on Pacific Highway in Jackson County.

Final payment on this contract is $31,551.12 and the total contract amount is $1,146,421.65, including $16,940.13 for work performed under force account and the amount of $2,500.00 retained to cover the estimated RR Flagging Charge.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
SEP 25 1963
FOR FILING

[illegible]

5961

September 25, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed January 18 on Contract No. 5961. The contract was with Peter Kiewit Sons' Company and was for grading, paving, and signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 25, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
SEP 17 1963

FOR FILING

[illegible]

[illegible]

Salem, Oregon
September 17, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on January 18, 1963, on Contract No. 5961, Rock Point-Seven Oaks Section, in Jackson County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Notification that contractor has completed removal of equipment and clean-up of site was estimated as Jan. 31, 1963. It has not been received.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:__________________

Conditions noted on above date:

Construction Engineer

DBP:es

RECEIVED
AUG 9
FOR FILING

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

5961

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 5, 1963

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Truck Speed Signs
Oregon Projects I-5-1(33)36, Rock Point-Seven Oaks Section
and I-5-1(23)28, Seven Oaks-Jackson Street Section

We concur with the installation of the "Truck Speed 50" signs.

The installation will be at State expense without Federal participation.

NOTED
TOM EDWARDS

RECEIVED
AUG 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Truck Speed Signs
Rock Pt. -Seven Oaks and
Seven Oaks-Jackson St. Sections
Projects: I-5-1(33)36 and 5961
I-5-1(23)28 5[illegible]

Dear Sir:

Attached is a copy of a letter from our Traffic Engineer ordering the placing of "Truck Speed 50" signs on the abovenamed projects. These signs were placed by State sign crews in December, 1962.

This installation does not conflict with AASHO standards, and your concurrence in the installation is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. P. Shaw (w/attach.)

NOTED
LLOYD P SHAW

RECEIVED
JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
JUL 29 1963

Salem 10, Oregon
September 5, 1962

SUBJECT: Installation of Truck Speed Signs
Rock Point to Seven Oaks Section
Seven Oaks to Jackson Street Section
Interstate 5

To:
W. O. Widdows
Ass't. Maintenance Engineer
Highway Shops

L.

The two construction sections mentioned above on Interstate Route 5 will require the installation of "TRUCK SPEED 50" signs at such time as the projects have been accepted from the contractor. As the signing portion of the two contracts did not require the installation of these signs it is requested that at such time as the projects have been accepted from the contractor the truck speed signs be installed at each location where there appears a "SPEED 70 MILES" sign.

Would you please care for this installation when possible and notify both this office and Mr. Edwards' office on completion of the work.

F. B. Crandall
F. B. Crandall
Traffic Engineer

LEG:sm
cc: Tom Edwards

Copy to Ernest Strawn
9-17-62
AEA

NOTED
A. E. ARCHIBALD

signs installed on
Dec. 29 1962

SIGNING E

RECEIVED
APR 1 9 1963

FOR FILING

I [illegible]

5961

April 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11, covering storm damage to highway slopes on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961 in connection with Federal-Aid Project No. I-5-1(33)36.

This work is necessary to repair storm damage to fill slopes. The contractor will repair this damage when he returns to complete Contract 6091.

This work was verbally approved by the BPR District Engineer and the Field authorized to proceed April 11, 1963. Your approval of the Order to include work done on that date is requested

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

I-5-1 (33) 36

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 8th, 19 63

Section Rock Point - Seven Oaks

Kind of work Grading, Paving and Signing

Highway Pacific County Jackson

Section prefix 615-1088

Contractor Peter Kiewit Sons Company

Contract number 5961

Date of contract September 15th, 19 61

Specified work days 160

Date work started October 12th, 19 61

Work days used 155

Project authorization $ 1,312,498.13

Exclusive of engineering $ 1,219,164.93

Per cent of time elapsed 96.9%

Estimated cost of completed project, exclusive of engineering $1,156,641.06

Estimated per cent overrun or underrun 5.14 %

Per cent of contract completed, based on estimated cost 100.0 %

Engineering authorization $ 93,333.20

Engineering cost to date $101,950.00, 109.2 %

Date project was completed January 17th, 19 63

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100% | 100% | 100% |  | 100% | 100% | 100% |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Complete computations and summaries and assemble all data on the semi-final estimate ready for transmittal to the Division Office.

Final report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
MAR 11 1963

CB

Signed A. L. Chapman

Address P.O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 6.66 | 7.09 | | | 7.09 |
| Miles partially completed | | | | | |
| Miles completed | 6.66 | 7.09 | | | 7.09 |
| Total estimated quantities (contract) | 348,520 | 230,000 | | | 62,000 |
| Total quantities corrected to date | 328,562 | 260,249 | | | 57,856 |
| Estimated quantities moved or placed to date | 32,562 | 260,249 | | | 57,856 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Foggy | | |
| Tuesday | Fair | | |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | | | |

RECEIVED
FEB 19 1963

FOR FILING

[illegible]

5961

February 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the contractor's claim for A.C. pavement at bridge ends on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal-Aid Project No. I-5-1(33)36.

The contract for structures on this section (Contract No. 6091) was not awarded in time for completion before the paving was done. The paving subcontractor had completed all paving except at the bridge ends and moved out before these areas were ready, making it necessary for the prime contractor to purchase materials and move in equipment to complete the work.

The claim is based on total cost of the work less the amount due under the contract items. It has been verbally recommended for approval by the BPR Area Engineer.

The arithmetic as submitted is not correct. Payment will, however, be made on actual cost basis supported by invoices and payrolls.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lb
Enc.

RECEIVED
JAN 25 1963

FOR FILING

I-5-1(33)36

9

January 24, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the installation of an additional Type "A" Sign on the Rock Point–Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal-Aid Project No. I-5-1(33)36. One Type "A" sign has been required at Station 358+00 with the legend "Central Point Next 2 Exits".

Approval of this work was contained in your letter of December 19, 1962, approval to be limited to the cost of items involved based on unit bid prices for this contract.

Your formal approval of this order as of December 19, 1962, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JAN 21 1963
FOR FILING

January 21, 1963

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed January 18, 1963 on the Rock Point-Seven Oaks Section in Jackson County, State Highway Contract No. 5961.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

DBP:lt

cc: G. H. Maison
F. D. Morgan
L. R. Chandler

RECEIVED
JAN 21 1963

FOR FILING

January 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 18, 1963, on Contract No. 5761, Rock Point-Seven Oaks Section, in Jackson County, in connection with Federal-aid Project No. I-5-1(33)36.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:__________________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:lt

cc: H. S. Cox

RECEIVED
DEC 28 1962

I-5-1(33)36

5961

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Re: Completion Erosion Control Work
Rock Point-Seven Oaks Section
Pacific Highway
Contract #5961
FAP I-5-1(33)36

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated July 31, 1962 was completed November 10, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

LHY:ls

cc: Doug Parker
Landscape
Construction
L. R. Chandler

[illegible]

FOR FILING

I-5-1(33)36

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 19, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

Oregon Project I-5-1(33)36
Rock Point-Seven Oaks Section
Sign Changes

Mr. G. L. Decker's letter, dated December 18, requested our concurrence in a revision in the signing plans for the subject project. The changes were outlined on TED Drwg #8-167-B, revised 12/62.

This office concurs in the proposed change; however, Interstate fund participation will be limited to the cost of items involved based on unit bid prices for this contract.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

original To Morgan
12-21-62

RECEIVED
DEC 19 1962
FOR FILING

5961

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Rock Point-Seven Oaks Section
Sign Changes
Pacific Highway
Project No. I-5-1(33)36

Dear Mr. Parsons:

Attached are two (2) prints of revised plans for signs on this project. Your approval of the changes is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: F. B. Crandall
General Files

RECEIVED
DEC 18 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 17, 1962

Southern Pacific Railroad Company
Union Station
Portland 9, Oregon

**Attention:** Mr. A. W. Kilborn
Superintendent

Re: Rock Point-Seven Oaks Section
Oregon Contracts 5961 and 6091

Gentlemen:

I am enclosing original of Aetna Casualty and Surety Company's insurance covering Railroad Protective Liability Policy No. 41 PS4678C. This policy is furnished by Peter Kiewit Sons' Company in answer to the insurance requirements contained in the two contracts named above, and as a replacement for Liberty Mutual Insurance, which has been cancelled by the contractor.

The contractor's insurance agent has furnished us with a certificate of insurance covering the contractor's protective liability and property damage insurance, but we find this certificate to be in error and have called the contractor's insurance agent to submit a corrected certificate. This will be forwarded to you as soon as it is received in this office.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED

CAG:vt
Attachment

cc: F. D. Morgan
L. R. Chandler
G. S. Paxson

RECEIVED
DEC 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1962
FOR FIL

[illegible]

**J.H.BAXTER & Co.**

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

Refer to AI-669
PE-878

December 10, 1962

COPY

R & M Construction Company
P.O. Box 426
Central Point, Oregon

Subject: Oregon State Highway Department Project Number 5961.

Dear Mr. Robison,

I happened to be at our Plant when the rejected guard rail posts were returned and was shocked to see the fluorescent red paint on nearly 50% of these posts. We assume this was done by the State Highway Inspector, but since these posts were sold to you, we must take the stand that you are responsible.

As you may know, we do have a small market for rejected Oregon State Highway Department guard rail posts. Due to the paint on these posts, we are now unable to resell them.

As a result, we will not be able to allow full credit for these posts returned. As soon as our plant has an accurate tally of the posts defaced, we will issue you a credit for the total posts returned less our selling price for rejected posts.

We assume you will take this matter up with the Resident Engineer on the job, and will be reimbursed by them.

Very truly yours,
J.H. BAXTER & CO.

A.W. Irwin

AWI:blm
cc: Oregon State Highway Department
Attention Glen Paxson.

Copy to Chandler
& Morgan

RECEIVED
DEC 11 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1962
FOR FILING

5961

November 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the removal of a power service pole and blinker light on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal-Aid Project No. I-5-1(33)36.

The blinker light will not be required for traffic control after completion of this contract. It was installed under a previous contract.

This is an anticipated item of the contract and the work was verbally recommended for approval by the BPR Area Engineer November 26, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 4 1962

FOR FILING

I-5-1([illegible]

5961

October 3, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4-Supplemental covering directional signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal-Aid Project No. I-5-1(33)36.

This supplement is submitted to cover overrun in temporary signing approved by the BPR November 20, 1961. Additional work is necessary due to heavier traffic than anticipated. It has been verbally approved by the BPR District Engineer. Your approval as of September 27, 1962, when checked with the BPR, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By CHH

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
SEP 26 1962
FOR FILING

5761

477 Cottage Street, N.E.
Salem, Oregon

September 25, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: Mr. F. D. Morgan

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(33)36
Rock Point-Seven Oaks Section,
Pacific Highway

This is in reply to your letter of September 21, 1962 relative to concrete curbs, which failed to meet the specified minimum compressive strength in 28 days, on the subject project.

We agree that the slightly deficient curbs as constructed will adequately serve the intended purpose and hereby concur in your proposal to modify the compressive strength specification downward to permit acceptance of the curbs, provided the contractor agrees to a corresponding reduction in the price thereof. His alternative will be to replace the curbs in question with ones which fully comply with specifications.

original To Morgan
Copy To Young
9-26-62

NOTED
R. L. PORTER

RECEIVED
SEP 21 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RE: Concrete Curbs
Rock Point-Seven Oaks Section
Contract No. 5961
Project I-5-1(33)36

Dear Sir:

We have taken a number of concrete samples during the pouring of the concrete curbs on this project. There were four tests made at 28 days, and only one of the cylinders reached the required 3,300 psi compressive strength. The range of the four tests was 3,040 psi to 3,570 psi, with an average of 3,210 psi. The average of the three non-conforming samples is 3,090 psi.

We propose to accept the material as placed, and require the contractor to accept a reduction in price because of the non-conformance with specifications. The proposed reduction, amounting to $1.15 per cubic yard, is computed by the factor 3090/3300 x $17.95, which is the cost per cubic yard of concrete on the job. The contractor's alternate to acceptance of this reduction will be to remove the non-conforming material and replace it with conforming material.

We believe that the curbs as constructed will serve the purpose intended, in view of the conditions of service required of the materials and the small deviation from the required minimum strength. Your concurrence in our proposal to accept this material as placed is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe

F. B. Klaboe
Assistant Con struction Engineer

RECEIVED
SEP 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:fp
cc R. L. Porter
G. W. Harra
L. R. Chandler

NOTED
R. L. PORTER

RECEIVED
SEP 21 1962
FOR FILING

I-5-1(

5961

September 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplemental covering the State's share of flagging costs on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal-Aid Project No. I-5-1(33)36.

There has been extremely heavy traffic over this section and more flagging required than anticipated.

The supplement has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 1 1962
FOR FILING
5961

FORM E-30X—50M—5-62 43909

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1962

To:
MEMO TO THE FILES

SUBJECT: Rock Point-Seven Oaks Section
Seven Oaks-Jackson Street Section
Medford Viaduct Section
12th St.-N. Ashland Section

Our best estimate for the opening of the various sections listed above is as follows:

1. Rock Point-Seven Oaks Section should be opened to four-lane traffic, except for short sections at two structure sites, on October 1, 1962. These structure sites are located at Stations 275 and 412. These short sections will be completed and the entire route opened to full four-lane traffic approximately November 15, 1962.

2. The Seven Oaks-Jackson Street Section should be completed and ready for full four-lane traffic between the Seven Oaks Interchange and Crater Lake Highway about October 15, 1962. The section between the Crater Lake Highway and Jackson Street where the viaduct section begins will also be completed on this date.

3. It is estimated by the Bridge Division that the Medford Viaduct Section will be opened to full traffic on December 1, 1962.

4. The section of the 12th Street-North Ashland project from the south end of the viaduct to the Barnett Road Interchange will be completed prior to November 1, 1962.

If we are able to hold to the schedule listed above, it will therefore be possible to add to the Interstate system the entire section from Rock Point to Barnett Road about December 1, 1962.

We also expect to complete the project between Barnett Road and the North Ashland Interchange about July 15, 1963. Furthermore, an optimistic schedule should allow us to route traffic between North Ashland Interchange and South Ashland Interchange about November, 1963.

It is suggested that after studying the contents of this letter, Mr. Wolfe

NOTED
TOM EDWARDS

confer with this office concerning his plans for holding a dedication ceremony on all or part of the sections mentioned above.

Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:hjk:fp

cc: Forrest Cooper
R. L. Porter
P. M. Stephenson
Tom Edwards ✓
Victor D. Wolfe
I. D. Merchant
L. H. Young
L. R. Chandler

RECEIVED
SEP 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 1 - 1962

FOR FILING
I-5-1(33)36

5961

477 Cottage Street N.E.
Salem, Oregon

August 29, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-1(33)36
Rock Point-Seven Oaks Section
Pacific Highway, State Force Order No. 2
for Seeding, Fertilizing and Mulching -
Contract No. 5961. Estimated Amount $5,400.00,
Federal Participation $4,860.00

Reference is made to your letter dated August 21, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Attach.

NOTED
R. L. PORTER

original To Young
with attachment
8-31-62

RECEIVED
AUG 21 1962
FOR FILING

5961 —

August 21, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 24-236, covering seeding and mulching on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal Aid Project No. I-5-1(33)36.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $5,400.00, with Federal participation of $4,860.00.

This order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:mmb
Enc.

[illegible] 5961

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
AUG 8 1962
FOR FILING

8-33

| | |
|---|---|
| TRANSACTION NO. | |
| PROJECT REPORT NO. | 8 |

5961

FORM [illegible]-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROJECT AGREEMENT

*(PPM 21-7)*

| | |
|---|---|
| STATE | **Oregon** |
| COUNTY | **Jackson** |
| PROJECT NO. | **I-5-1(33)36** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**U.S. 99 Rock Point-Gold Hill to Seven Oaks**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-16-61 | 7.098 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,282,286.00 | $ 1,192,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By ______________________

______________________
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 7, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

July 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Rock Point-Seven Oaks Section, Project No. I-5-1(33)36.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:jb

July 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rock Point-Seven Oaks Section, Project No. I-5-1(33)36.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(33)36

## ROCK POINT-SEVEN OAKS SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1962

Type Code 6201
Roadway (Sta. 53+50 to Sta. 432+50)(Contract 5961)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 17,000.00 |
| Drainage Excavation, Unclass. | 8,750 | cu.yd. | $3.00 | 26,250.00 |
| Structural Excavation for Walls, Unclassified | 615 | cu.yd. | 4.50 | 2,767.50 |
| Embankment Foundation Excav., Unclassified | 1,920 | cu.yd. | 0.95 | 1,824.00 |
| Special Borrow Excavation, Unclassified | 56,900 | cu.yd. | 0.39 | 22,191.00 |
| General Excavation, Unclass. | 289,700 | cu.yd. | 0.40 | 115,880.00 |
| Short Overhaul | 1,280,000 | yd.sta. | 0.01 | 12,800.00 |
| Long Overhaul | 105,300 | C-yd.sta. | 0.35 | 36,855.00 |
| Furnishing and Placing Topsoil | 11,700 | cu.yd. | 1.50 | 17,550.00 |
| Finishing Roadbed and Slopes | All | Required | | 7,500.00 |
| Rounding Cutbanks | 5,400 | lin.ft. | 0.20 | 1,080.00 |
| 48-inch Corrugated Metal Pipe | 20 | lin.ft. | 20.00 | 400.00 |
| 6-inch Concrete Pipe | 40 | lin.ft. | 1.75 | 70.00 |
| 8-inch Concrete Pipe | 40 | lin.ft. | 2.00 | 80.00 |
| 12-inch Concrete Pipe | 420 | lin.ft. | 2.60 | 1,092.00 |
| 15-inch Concrete Pipe | 1,990 | lin.ft. | 3.30 | 6,567.00 |
| 18-inch Concrete Pipe | 2,300 | lin.ft. | 3.80 | 8,740.00 |
| 24-inch Concrete Pipe | 470 | lin.ft. | 6.40 | 3,008.00 |
| 30-inch Concrete Pipe | 40 | lin.ft. | 7.00 | 280.00 |
| 36-inch Concrete Pipe | 100 | lin.ft. | 8.70 | 870.00 |
| Extra for Pipe under Pavement | 650 | lin.ft. | 3.50 | 2,275.00 |
| 58-inch Arch-Type Corrugated Metal Pipe | 26 | lin.ft. | 20.00 | 520.00 |
| 108-inch Structural Plate Pipe, 12 Gage | 70 | lin.ft. | 60.00 | 4,200.00 |
| 18-inch Sewer Pipe | 920 | lin.ft. | 4.80 | 4,416.00 |
| 18-inch Corrugated Metal Siphon Pipe | 140 | lin.ft. | 5.60 | 784.00 |
| Concrete End Basins | 12 | cu.yd. | 80.00 | 960.00 |
| 6-inch Perforated Rigid-Type Drain Pipe | 12,800 | lin.ft. | 1.50 | 19,200.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 520 | lin.ft. | 1.75 | 910.00 |
| 8-inch Perforated Metal Drain Pipe | 1,240 | lin.ft. | 2.00 | 2,480.00 |

| | | | | | |
|---|---|---|---|---|---|
| Special Backfill in Drains | 3,030 | cu.yd. | 4.00 | $ | 12,120.00 |
| 12-inch Culvert End Sections | 4 | only | 25.00 | | 100.00 |
| 15-inch Culvert End Sections | 30 | only | 30.00 | | 900.00 |
| 18-inch Culvert End Sections | 12 | only | 35.00 | | 420.00 |
| 24-inch Culvert End Sections | 8 | only | 60.00 | | 480.00 |
| 36-inch Culvert End Sections | 2 | only | 140.00 | | 280.00 |
| 4-inch Coated Steel Pipe, 10 Gage | 34 | lin.ft. | 3.50 | | 119.00 |
| 6-inch Coated Steel Pipe, 10 Gage | 360 | lin.ft. | 4.20 | | 1,512.00 |
| 6-inch Metal Slide Gates | 3 | only | 70.00 | | 210.00 |
| 12-inch Metal Slide Gates | 1 | only | 100.00 | | 100.00 |
| Concrete Inlets, Type "G" | 18 | only | 100.00 | | 1,800.00 |
| Concrete Inlets, Type "D" | 8 | only | 100.00 | | 800.00 |
| Adjustment of Inlets | 1 | only | 55.00 | | 55.00 |
| Concrete Curbs | 150 | cu.yd. | 44.50 | | 6,675.00 |
| Concrete Ditch Lining | 120 | sq.yd. | 9.00 | | 1,080.00 |
| Class "A" Concrete in Walls | 160 | cu.yd. | 62.50 | | 10,000.00 |
| Metal Reinforcement in Walls | 17,000 | lb. | 0.15 | | 2,550.00 |
| Class "A" Concrete in Box Culverts | 310 | cu.yd. | 62.50 | | 19,375.00 |
| Metal Reinforcement in Box Culverts | 50,000 | lb. | 0.15 | | 7,500.00 |
| Baffles | All | Required | | | 780.00 |
| Metal Guard Rail | 14,700 | lin.ft. | 2.27 | | 33,369.00 |
| Metal Median Barrier | 20,000 | lin.ft. | 3.26 | | 65,200.00 |
| Salvage and Reinstall Guard Rail | 500 | lin.ft. | 1.75 | | 875.00 |
| Guard Rail-Salvaged Barricade | 575 | lin.ft. | 1.50 | | 862.50 |
| Salvaging and Stockpiling Sight Posts | 200 | only | 1.00 | | 200.00 |
| Guide Posts, Type W-1 | 400 | only | 6.25 | | 2,500.00 |
| Guide Posts, Type Y-2 | 120 | only | 7.15 | | 858.00 |
| Guide Posts, Type Y-3 | 6 | only | 8.00 | | 48.00 |
| Type 3 Fence | 150 | rod | 15.00 | | 2,250.00 |
| Salvage and Reinstall Type 2 Fence | 580 | rod | 5.00 | | 2,900.00 |
| Salvage and Reinstall Type 3 Fence | 420 | rod | 8.00 | | 3,360.00 |
| Loose Riprap | 320 | cu.yd. | 6.50 | | 2,080.00 |
| Coarse Crushed Material in Base | 198,800 | ton | 1.20 | | 238,560.00 |
| 3/4" - 0 Material in Base | 31,800 | ton | 1.45 | | 46,110.00 |
| Sprinkling | 5,400 | M-gal. | 1.00 | | 5,400.00 |
| Preparation of Base | All | Required | | | 5,000.00 |
| 3/4" - 0 Material in Binder Course | 1,150 | cu.yd. | 3.10 | | 3,565.00 |
| RC-3 Asphalt | 180 | ton | 45.00 | | 8,100.00 |
| Asphaltic Concrete Mixture | 62,000 | ton | 3.20 | | 198,400.00 |
| Asphalt in Mixture | 3,520 | ton | 35.00 | | 123,200.00 |
| RS-1 Asphalt | 14 | ton | 50.00 | | 700.00 |

| | | | |
|---|---|---|---|
| Asphaltic Concrete Traffic Markers, Type L | 420 lin.ft. | $ 1.00 | $ 420.00 |
| Illumination Installation Removal, Complete | All Required | | 500.00 |
| Removal of Existing Sign Installation | All Required | | 120.00 |
| Furnish 8" BP 36# Steel Piling | 247 lin.ft. | 5.00 | 1,235.00 |
| Drive Steel Piles | 18 only | 50.00 | 900.00 |
| Metal Sign Posts | All Required | | 1,000.00 |
| Wood Sign Posts | All Required | | 1,200.00 |
| Type "A" Signs in Place | 1,080 sq.ft. | 6.75 | 7,290.00 |
| Type "C", "D" and "H" Signs in Place | 419 sq.ft. | 3.00 | 1,257.00 |
| Type "E", "F" and "G" Signs in Place | 114 sq.ft. | 3.50 | 399.00 |
| Type "J" Signs in Place | 13 sq.ft. | 7.00 | 91.00 |
| Relocate Existing Flume | All Required | | 2,340.00 |
| Structural Excavation | 170 cu.yd. | 6.00 | 1,020.00 |
| Class "A" Concrete | All Required | | 5,000.00 |
| Metal Reinforcement | All Required | | 1,000.00 |
| | | | $1,152,715.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 4,000.00 |
| Seeding and Mulching | All Required | | 5,400.00 |
| Signing (Temporary) | All Required | | 400.00 |
| | | | $ 9,800.00 |
| **Utility Work** | | | |
| Work by Pacific Power & Light Co. | All Required | | $ 3,200.00 |
| | Subtotal | | $1,165,715.00 |
| | 10% Engr. & Cont. | | 116,571.00 |
| | Total | | $1,282,286.00 |

Length of Roadway - - - - 7.098 Miles
Length of 4 Structures - - 0.085 Mile (Exceptions)
Total Length - - - - - - - 7.183 Miles
Cost of Roadway Per Mile - $180,654.55

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - | $1,192,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - | 90,286.00 |
| | $1,282,286.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

## ROCK POINT-SEVEN OAKS SECTION

## PROJECT NO. I-5-1(33)36

Estimated cost of work by Pacific Power and Light Company. *

| | |
|---|---|
| Material | $2,004.00 |
| Labor | 1,407.00 |
| Equipment | 245.00 |
| Salvage Credit | 360.00 Cr. |
| | $3,296.00 |
| USE | $3,200.00 |

* This Company took over California Oregon Power Co.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(33)36

## ROCK POINT-SEVEN OAKS SECTION OF THE
## PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, June 27, 1961

Type Code 6201
Roadway (Sta. 53+50 to Sta. 432+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 10,000.00 |
| Drainage Excavation, Unclassified | 8,700 | cu.yds. | $ 3.00 | 26,100.00 |
| Structural Excavation for Walls, Unclassified | 300 | cu.yds. | 3.50 | 1,050.00 |
| Embankment Foundation Excavation, Unclassified | 1,920 | cu.yds. | 0.50 | 960.00 |
| Special Borrow Excavation, Unclassified | 12,800 | cu.yds. | 0.30 | 3,840.00 |
| General Excavation, Unclassified | 297,300 | cu.yds. | 0.30 | 89,190.00 |
| Short Overhaul | 1,290,000 | yd.stas. | 0.01 | 12,900.00 |
| Long Overhaul | 107,500 | C-yd.stas. | 0.35 | 37,625.00 |
| Furnishing and Placing Topsoil | 11,700 | cu.yds. | 1.25 | 14,625.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,500.00 |
| Rounding Cutbanks | 5,400 | lin.ft. | 0.20 | 1,080.00 |
| 48-inch Corrugated Metal Pipe | 20 | lin.ft. | 28.00 | 560.00 |
| 6-inch Concrete Pipe | 40 | lin.ft. | 1.25 | 50.00 |
| 8-inch Concrete Pipe | 40 | lin.ft. | 2.00 | 80.00 |
| 12-inch Concrete Pipe | 380 | lin.ft. | 2.50 | 950.00 |
| 15-inch Concrete Pipe | 1,960 | lin.ft. | 3.50 | 6,860.00 |
| 18-inch Concrete Pipe | 2,520 | lin.ft. | 4.50 | 11,340.00 |
| 24-inch Concrete Pipe | 470 | lin.ft. | 6.00 | 2,820.00 |
| 30-inch Concrete Pipe | 40 | lin.ft. | 8.50 | 340.00 |
| 36-inch Concrete Pipe | 100 | lin.ft. | 10.00 | 1,000.00 |
| Extra for Pipe Under Pavement | 650 | lin.ft. | 3.00 | 1,950.00 |
| 58-inch Arch Type Corrugated Metal Pipe | 26 | lin.ft. | 28.00 | 728.00 |
| 108-inch Structural Plate Pipe, 12 Gage | 100 | lin.ft. | 60.00 | 6,000.00 |
| 12-inch Sewer Pipe | 920 | lin.ft. | 2.50 | 2,300.00 |
| 12-inch Corrugated Metal Siphon Pipe | 45 | lin.ft. | 4.25 | 191.25 |
| Concrete End Basins | 6 | cu.yds. | 95.00 | 570.00 |
| 6-inch Perforated Rigid-Type Drain Pipe | 12,700 | lin.ft. | 1.50 | 19,050.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 520 | lin.ft. | 1.75 | 910.00 |
| 8-inch Perforated Metal Drain Pipe | 1,240 | lin.ft. | 2.50 | 3,100.00 |
| Special Backfill in Drains | 3,000 | cu.yds. | 6.00 | 18,000.00 |
| 12-inch Culvert End Sections | 4 | only | 28.00 | 112.00 |
| 15-inch Culvert End Sections | 30 | only | 40.00 | 1,200.00 |
| 18-inch Culvert End Sections | 18 | only | 50.00 | 900.00 |
| 24-inch Culvert End Sections | 8 | only | 75.00 | 600.00 |
| 36-inch Culvert End Sections | 2 | only | 140.00 | 280.00 |
| Concrete Inlets, Type "G" | 18 | only | 90.00 | 1,620.00 |
| Concrete Inlets, Type "D" | 8 | only | 115.00 | 920.00 |

| | | | | |
|---|---|---|---|---|
| Adjustment of Inlets | 1 | only | $ 30.00 | $ 30.00 |
| Concrete Curbs | 170 | cu.yds. | 45.00 | 7,650.00 |
| Concrete Ditch Lining | 120 | sq.yds. | 6.50 | 780.00 |
| Class "A" Concrete in Walls | 60 | cu.yds. | 50.00 | 3,000.00 |
| Metal Reinforcement in Walls | 4,200 | lbs. | 0.14 | 588.00 |
| Class "A" Concrete in Box Culverts | 300 | cu.yds. | 50.00 | 15,000.00 |
| Metal Reinforcement in Box Culverts | 49,000 | lbs. | 0.14 | 6,860.00 |
| Baffles | All | Required | | 825.00 |
| Metal Guard Rail | 14,300 | lin.ft. | 2.35 | 33,605.00 |
| Metal Median Barrier | 20,000 | lin.ft. | 3.75 | 75,000.00 |
| Salvage and Reinstall Guard Rail | 500 | lin.ft. | 1.50 | 750.00 |
| Guard Rail-Salvage Barricade | 575 | lin.ft. | 1.25 | 718.75 |
| Salvaging and Stockpiling Sight Posts | 200 | only | 0.50 | 100.00 |
| Guide Posts, Type W-1 | 400 | only | 6.75 | 2,700.00 |
| Guide Posts, Type Y-2 | 60 | only | 7.50 | 450.00 |
| Guide Posts, Type Y-3 | 2 | only | 8.00 | 16.00 |
| Type 2 Fence | 130 | rods | 7.00 | 910.00 |
| Type 3 Fence | 150 | rods | 15.00 | 2,250.00 |
| Salvage and Reinstall Type 2 Fence | 580 | rods | 5.00 | 2,900.00 |
| Salvage and Reinstall Type 3 Fence | 420 | rods | 10.00 | 4,200.00 |
| Loose Riprap | 320 | cu.yds. | 3.00 | 960.00 |
| Coarse Crushed Material in Base | 224,000 | ~~cu.yds.~~ Tons | 1.35 | 302,400.00 |
| 3/4" - 0 Material in Base | 35,400 | ~~cu.yds.~~ Tons | 1.40 | 49,560.00 |
| Sprinkling | 5,800 | M-gals. | 2.50 | 14,500.00 |
| Preparation of Base | All | Required | | 2,800.00 |
| 3/4" - 0 Material in Binder Course | 1,300 | cu.yds. | 3.50 | 4,550.00 |
| RC-3 Asphalt | 190 | tons | 48.00 | 9,120.00 |
| Asphaltic Concrete Mixture | 64,000 | tons | 3.40 | 217,600.00 |
| Asphalt in Mixture | 3,520 | tons | 38.00 | 133,760.00 |
| RS-1 Asphalt | 14 | tons | 100.00 | 1,400.00 |
| Asphaltic Concrete Traffic Markers, Type L | 630 | lin.ft. | 1.00 | 630.00 |
| Illumination Installation Removal Complete | All | Required | | 500.00 |
| Removal of Existing Sign Installation | All | Required | | 200.00 |
| Furnish 8" BP 36# Steel Piling | 359 | lin.ft. | 5.00 | 1,795.00 |
| Drive Steel Piles | 27 | only | 65.00 | 1,755.00 |
| Metal Sign Posts | All | Required | | 1,500.00 |
| Wood Sign Posts | All | Required | | 1,600.00 |
| Type "A" Signs in Place | 1,083 | sq.ft. | 7.50 | 8,122.50 |
| Type "B" Signs in Place | 438 | sq.ft. | 8.00 | 3,504.00 |
| Type "C", "D" and "H" Signs in Place | 539 | sq.ft. | 4.20 | 2,263.80 |
| Type "E", "F" and "G" Signs in Place | 99 | sq.ft. | 5.00 | 495.00 |
| Type "J" Signs in Place | 11 | sq.ft. | 9.00 | 99.00 |
| Relocate Existing Flume | All | Required | | 2,500.00 |
| Structural Excavation | 170 | cu.yds. | 5.00 | 850.00 |
| Class "A" Concrete | All | Required | | 3,825.00 |
| Metal Reinforcement | All | Required | | 1,250.00 |
| | | | | $1,212,179.30 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ | 4,000.00 |
| Seeding and Mulching | All Required | | 5,400.00 |
| Signing (Temporary) | All Required | | 400.00 |
| | | $ | 9,800.00 |
| Utility Work | | | |
| Work by California Oregon Power Co. | All Required | $ | 3,500.00 |
| Work by Pacific Tel. & Tel. Company | All Required | | 500.00 |
| | | $ | 4,000.00 |
| | Subtotal | | $1,225,979.30 |
| | 10% Engr. & Cont. | | 122,597.70 |
| | Total | | $1,348,577.00 |

Length of Roadway - - - - - - - - - - - 7.098 Miles
Length of Structures- - - - - - - - - - 0.085 Mile
Total Length- - - - - - - - - - - - - - 7.183 Miles
Cost of Roadway Per Mile- - - - - - - - $189,993.94

Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - $1,240,000.00
State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 108,577.00

$1,348,577.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(33)36

## ROCK POINT-SEVEN OAKS SECTION

## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, August 18, 1961

Type Code 6201
Roadway (Sta. 53+50 to Sta. 432+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 10,000.00 |
| Drainage Excavation, Unclassified | 8,750 | cu.yd. | 3.00 | 26,250.00 |
| Structural Excavation for Walls, Unclassified | 615 | cu.yd. | 3.50 | 2,152.50 |
| Embankment Foundation Excavation, Unclassified | 1,920 | cu.yd. | 0.50 | 960.00 |
| Special Borrow Excavation, Unclassified | 56,900 | cu.yd. | 0.38 | 21,622.00 |
| General Excavation, Unclassified | 297,300 | cu.yd. | 0.30 | 89,190.00 |
| Short Overhaul | 1,290,000 | yd.sta. | 0.01 | 12,900.00 |
| Long Overhaul | 105,300 | C-yd.sta. | 0.35 | 36,855.00 |
| Furnishing and Placing Topsoil | 11,700 | cu.yd. | 1.25 | 14,625.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,500.00 |
| Rounding Cutbanks | 5,400 | lin.ft. | 0.20 | 1,080.00 |
| 48-inch Corrugated Metal Pipe | 20 | lin.ft. | 28.00 | 560.00 |
| 6-inch Concrete Pipe | 40 | lin.ft. | 1.25 | 50.00 |
| 8-inch Concrete Pipe | 40 | lin.ft. | 2.00 | 80.00 |
| 12-inch Concrete Pipe | 420 | lin.ft. | 2.50 | 1,050.00 |
| 15-inch Concrete Pipe | 1,990 | lin.ft. | 3.50 | 6,965.00 |
| 18-inch Concrete Pipe | 2,550 | lin.ft. | 4.50 | 11,475.00 |
| 24-inch Concrete Pipe | 470 | lin.ft. | 6.00 | 2,820.00 |
| 30-inch Concrete Pipe | 40 | lin.ft. | 8.50 | 340.00 |
| 36-inch Concrete Pipe | 100 | lin.ft. | 10.00 | 1,000.00 |
| Extra for Pipe Under Pavement | 650 | lin.ft. | 3.00 | 1,950.00 |
| 58-inch Arch Type Corrugated Metal Pipe | 26 | lin.ft. | 28.00 | 728.00 |
| 108-inch Structural Plate Pipe, 12 Gage | 90 | lin.ft. | 60.00 | 5,400.00 |
| 12-inch Sewer Pipe | 920 | lin.ft. | 2.50 | 2,300.00 |
| 12-inch Corrugated Metal Siphon Pipe | 140 | lin.ft. | 4.25 | 595.00 |
| Concrete End Basins | 12 | cu.yd. | 95.00 | 1,140.00 |
| 6-inch Perforated Rigid-Type Drain Pipe | 12,800 | lin.ft. | 1.50 | 19,200.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 520 | lin.ft. | 1.75 | 910.00 |
| 8-inch Perforated Metal Drain Pipe | 1,240 | lin.ft. | 2.50 | 3,100.00 |
| Special Backfill in Drains | 3,030 | cu.yd. | 6.00 | 18,180.00 |
| 12-inch Culvert End Sections | 4 | only | 28.00 | 112.00 |
| 15-inch Culvert End Sections | 30 | only | 40.00 | 1,200.00 |

| | | | | |
|---|---|---|---|---|
| 18-inch Culvert End Sections | 18 | only | $50.00 | $ 900.00 |
| 24-inch Culvert End Sections | 8 | only | 75.00 | 600.00 |
| 36-inch Culvert End Sections | 2 | only | 140.00 | 280.00 |
| 4-inch Coated Steel Pipe, 10 Gage | 34 | lin.ft. | 2.50 | 85.00 |
| 6-inch Coated Steel Pipe, 10 Gage | 360 | lin.ft. | 2.75 | 990.00 |
| 6-inch Metal Slide Gates | 3 | only | 100.00 | 300.00 |
| 12-inch Metal Slide Gates | 1 | only | 150.00 | 150.00 |
| Concrete Inlets, Type "G" | 18 | only | 90.00 | 1,620.00 |
| Concrete Inlets, Type "D" | 8 | only | 115.00 | 920.00 |
| Adjustment of Inlets | 1 | only | 30.00 | 30.00 |
| Concrete Curbs | 170 | cu.yd. | 45.00 | 7,650.00 |
| Concrete Ditch Lining | 120 | sq.yd. | 6.50 | 780.00 |
| Class "A" Concrete in Walls | 160 | cu.yd. | 50.00 | 8,000.00 |
| Metal Reinforcement in Walls | 17,000 | lb. | 0.14 | 2,380.00 |
| Class "A" Concrete in Box Culverts | 310 | cu.yd. | 50.00 | 15,500.00 |
| Metal Reinforcement in Box Culverts | 50,000 | lb. | 0.14 | 7,000.00 |
| Baffles | All | Required | | 825.00 |
| Metal Guard Rail | 14,700 | lin.ft. | 2.35 | 34,545.00 |
| Metal Median Barrier | 20,000 | lin.ft. | 3.75 | 75,000.00 |
| Salvage and Reinstall Guard Rail | 500 | lin.ft. | 1.50 | 750.00 |
| Guard Rail-Salvage Barricade | 575 | lin.ft. | 1.25 | 718.75 |
| Salvaging and Stockpiling Sight Posts | 200 | only | 0.50 | 100.00 |
| Guide Posts, Type W-1 | 400 | only | 6.75 | 2,700.00 |
| Guide Posts, Type Y-2 | 120 | only | 7.50 | 900.00 |
| Guide Posts, Type Y-3 | 6 | only | 8.00 | 48.00 |
| Type 2 Fence | 130 | rod | 7.00 | 910.00 |
| Type 3 Fence | 150 | rod | 15.00 | 2,250.00 |
| Salvage and Reinstall Type 2 Fence | 580 | rod | 5.00 | 2,900.00 |
| Salvage and Reinstall Type 3 Fence | 420 | rod | 10.00 | 4,200.00 |
| Loose Riprap | 320 | cu.yd. | 3.00 | 960.00 |
| Coarse Crushed Material in Base | 212,000 | ton | 1.40 | 296,800.00 |
| 3/4" - 0 Material in Base | 33,200 | ton | 1.50 | 49,800.00 |
| Sprinkling | 5,800 | M-gal. | 2.50 | 14,500.00 |
| Preparation of Base | All | Required | | 2,800.00 |
| 3/4" - 0 Material in Binder Course | 1,300 | cu.yd. | 3.50 | 4,550.00 |
| MC-3 Asphalt | 190 | ton | 48.00 | 9,120.00 |
| Asphaltic Concrete Mixture | 64,000 | ton | 3.50 | 224,000.00 |
| Asphalt in Mixture | 3,520 | ton | 38.00 | 133,760.00 |
| RS-1 Asphalt | 14 | ton | 100.00 | 1,400.00 |
| Asphaltic Concrete Traffic Markers, Type L | 630 | lin.ft. | 1.00 | 630.00 |
| Illumination Installation Removal Complete | All | Required | | 500.00 |
| Removal of Existing Sign Installation | All | Required | | 200.00 |
| Furnish 8" BP 36# Steel Piling | 359 | lin.ft. | 5.00 | 1,795.00 |
| Drive Steel Piles | 27 | only | 65.00 | 1,755.00 |
| Metal Sign Posts | All | Required | | 1,500.00 |
| Wood Sign Posts | All | Required | | 1,600.00 |
| Type "A" Signs in Place | 1,083 | sq.ft. | 7.50 | 8,122.50 |

| | | | |
|---|---|---|---|
| Type "B" Signs in Place | 438 sq.ft. | $8.00 | $ 3,504.00 |
| Type "C", "D" and "H" Signs in Place | 542 sq.ft. | 4.20 | 2,276.40 |
| Type "E", "F" and "G" Signs in Place | 109 sq.ft. | 5.00 | 545.00 |
| Type "J" Signs in Place | 13 sq.ft. | 9.00 | 117.00 |
| Relocate Existing Flume | All Required | | 2,500.00 |
| Structural Excavation | 170 cu.yd. | 5.00 | 850.00 |
| Class "A" Concrete | All Required | | 3,825.00 |
| Metal Reinforcement | All Required | | 1,250.00 |
| | | | $1,242,981.15 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 4,000.00 |
| Seeding and Mulching | All Required | | 5,400.00 |
| Signing (Temporary) | All Required | | 400.00 |
| | | | $ 9,800.00 |
| Utility Work | | | |
| Work by California Oregon Power Co. | All Required | | $ 3,500.00 |
| Work by Pacific Tel. & Tel. Company | All Required | | 500.00 |
| | | | $ 4,000.00 |
| | Subtotal | | $1,256,781.15 |
| | 10% Engr. & Cont. | | 125,677.85 |
| | Total | | $1,382,459.00 |

Length of Roadway - - - - - 7.098 Miles
Length of Structures- - - - 0.085 Mile
Total Length- - - - - - - - 7.183 Miles
Cost of Roadway Per Mile- - $194,767.39

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - | $1,271,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - | 111,459.00 |
| | $1,382,459.00 |

FORM E-173-X 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 22, 1961

Rock Point-Sevens Oaks Section
Pacific Highway, Jackson County
Project No. I-5-1(33)36

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of the Pacific Power and Light Company's facilities in connection with construction on the subject project:

1. Two copies of the Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for certain portions of the adjustments.

2. Two copies of the Company's estimate of cost for making the adjustments.

3. Two copies of the sketch prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-1(33)36

## ROCK POINT-SEVEN OAKS SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1961

Type Code 6201
Roadway (Sta. 53+50 to Sta. 432+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $10,000.00 |
| Drainage Excavation, Unclassified | 8,750 | cu.yd. | $3.00 | 26,250.00 |
| Structural Excavation for Walks, Unclassified | 615 | cu.yd. | 3.50 | 2,152.50 |
| Embankment Foundation Excavation, Unclassified | 1,920 | cu.yd. | 0.50 | 960.00 |
| Special Borrow Excavation, Unclassified | 56,900 | cu.yd. | 0.38 | 21,622.00 |
| General Excavation, Unclassified | 289,700 | cu.yd. | 0.30 | 86,910.00 |
| Short Overhaul | 1,280,000 | yd.sta. | 0.01 | 12,800.00 |
| Long Overhaul | 105,300 | C-yd-sta. | 0.35 | 36,855.00 |
| Furnishing and Placing Topsoil | 11,700 | cu.yd. | 1.25 | 14,625.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,500.00 |
| Rounding Cutbanks | 5,400 | lin.ft. | 0.20 | 1,080.00 |
| 48-inch Corrugated Metal Pipe | 20 | lin.ft. | 28.00 | 560.00 |
| 6-inch Concrete Pipe | 40 | lin.ft. | 1.25 | 50.00 |
| 8-inch Concrete Pipe | 40 | lin.ft. | 2.00 | 80.00 |
| 12-inch Concrete Pipe | 420 | lin.ft. | 2.50 | 1,050.00 |
| 15-inch Concrete Pipe | 1,990 | lin.ft. | 3.50 | 6,965.00 |
| 18-inch Concrete Pipe | 2,300 | lin.ft. | 4.50 | 10,350.00 |
| 24-inch Concrete Pipe | 470 | lin.ft. | 6.00 | 2,820.00 |
| 30-inch Concrete Pipe | 40 | lin.ft. | 8.50 | 340.00 |
| 36-inch Concrete Pipe | 100 | lin.ft. | 10.00 | 1,000.00 |
| Extra for Pipe Under Pavement | 650 | lin.ft. | 3.00 | 1,950.00 |
| 58-inch Arch Type Corrugated Metal Pipe | 26 | lin.ft. | 28.00 | 728.00 |
| 108-inch Structural Plate Pipe, 12 gage | 70 | lin.ft. | 60.00 | 4,200.00 |
| 12-inch Sewer Pipe | 920 | lin.ft. | 2.50 | 2,300.00 |
| 12-inch Corrugated Metal Siphon Pipe | 140 | lin.ft. | 4.25 | 595.00 |
| Concrete End Basins | 12 | cu.yd. | 95.00 | 1,140.00 |
| 6-inch Perforated Rigid-Type Drain Pipe | 12,800 | lin.ft. | 1.50 | 19,200.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 520 | lin.ft. | 1.75 | 910.00 |
| 8-inch Perforated Metal Drain Pipe | 1,240 | lin.ft. | 2.50 | 3,100.00 |
| Special Backfill in Drains | 3,030 | cu.yd. | 6.00 | 18,180.00 |
| 12-inch Culvert End Sections | 4 | only | 28.00 | 112.00 |
| 15-inch Culvert End Sections | 30 | only | 40.00 | 1,200.00 |
| 18-inch Culvert End Sections | 12 | only | 50.00 | 600.00 |
| 24-inch Culvert End Sections | 8 | only | 75.00 | 600.00 |
| 36-inch Culvert End Sections | 2 | only | 140.00 | 280.00 |
| 4-inch Coated Steel Pipe, 10 gage | 34 | lin.ft. | 2.50 | 85.00 |

| | | | | |
|---|---|---|---|---|
| 6-inch Coated Steel Pipe, 10 gage | 360 | lin.ft. | $2.75 | $990.00 |
| 6-inch Metal Slide Gates | 3 | only | 100.00 | 300.00 |
| 12-inch Metal Slide Gates | 1 | only | 150.00 | 150.00 |
| Concrete Inlets, Type "G" | 18 | only | 90.00 | 1,620.00 |
| Concrete Inlets, Type "D" | 8 | only | 115.00 | 920.00 |
| Adjustment of Inlets | 1 | only | 30.00 | 30.00 |
| Concrete Curbs | 150 | cu.yd. | 45.00 | 6,750.00 |
| Concrete Ditch Lining | 120 | sq.yd. | 6.50 | 780.00 |
| Class "A" Concrete in Walls | 160 | cu.yd. | 50.00 | 8,000.00 |
| Metal Reinforcement in Walls | 17,000 | lbs. | 0.14 | 2,380.00 |
| Class "A" Concrete in Box Culverts | 310 | cu.yd. | 50.00 | 15,500.00 |
| Metal Reinforcement in Box Culverts | 50,000 | lbs. | 0.14 | 7,000.00 |
| Baffles | All | Required | | 825.00 |
| Metal Guard Rail | 14,700 | lin.ft. | 2.35 | 34,545.00 |
| Metal Median Barrier | 20,000 | lin.ft. | 3.75 | 75,000.00 |
| Salvage and Reinstall Guard Rail | 500 | lin.ft. | 1.50 | 750.00 |
| Guard Rail-Salvage Barricade | 575 | lin.ft. | 1.25 | 718.75 |
| Salvaging and Stockpiling Sight Posts | 200 | only | 0.50 | 100.00 |
| Guide Posts, Type W-1 | 400 | only | 6.75 | 2,700.00 |
| Guide Posts, Type Y-2 | 120 | only | 7.50 | 900.00 |
| Guide Posts, Type Y-3 | 6 | only | 8.00 | 48.00 |
| Type 3 Fence | 150 | rods | 15.00 | 2,250.00 |
| Salvage and Reinstall Type 2 Fence | 580 | rods | 5.00 | 2,900.00 |
| Salvage and Reinstall Type 3 Fence | 420 | rods | 10.00 | 4,200.00 |
| Loose Riprap | 320 | cu.yd. | 3.00 | 960.00 |
| Coarse Crushed Material in Base | 198,800 | tons | 1.40 | 278,320.00 |
| 2/4" - 0 Material in Base | 31,800 | tons | 1.50 | 47,700.00 |
| Sprinkling | 5,400 | M-gals. | 2.50 | 13,500.00 |
| Preparation of Base | All | Required | | 2,800.00 |
| 3/4" - 0 Material in Binder Course | 1,150 | cu.yd. | 3.50 | 4,025.00 |
| RC-3 Asphalt | 180 | tons | 48.00 | 8,640.00 |
| Asphaltic Concrete Mixture | 62,000 | tons | 3.50 | 217,000.00 |
| Asphalt in Mixture | 3,520 | tons | 38.00 | 133,760.00 |
| RS-1 Asphalt | 14 | tons | 100.00 | 1,400.00 |
| Asphaltic Concrete Traffic Markers, Type L | 420 | lin.ft. | 1.00 | 420.00 |
| Illumination Installation Removal Complete | All | Required | | 500.00 |
| Removal of Existing Sign Installation | All | Required | | 200.00 |
| Furnish 8" BP 36# Steel Piling | 247 | lin.ft. | 5.00 | 1,235.00 |
| Drive Steel Piles | 18 | only | 65.00 | 1,170.00 |
| Metal Sign Posts | All | Required | | 1,038.00 |
| Wood Sign Posts | All | Required | | 1,300.00 |
| Type "A" Signs in Place | 1,083 | sq.ft. | 7.50 | 8,122.50 |
| Type "C", "D" and "R" Signs in Place | 419 | sq.ft. | 4.20 | 1,759.80 |
| Type "E", "F" and "G" Signs in Place | 114 | sq.ft. | 5.00 | 570.00 |
| Type "J" Signs in Place | 13 | sq.ft. | 9.00 | 117.00 |
| Relocate Existing Flume | All | Required | | 2,500.00 |
| Structural Excavation | 170 | cu.yd. | 5.00 | 850.00 |
| Class "A" Concrete | All | Required | | 3,825.00 |
| Metal Reinforcement | All | Required | | 1,250.00 |
| | | | | $1,200,468.55 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $4,000.00 |
| Seeding and Mulching | All Required | 5,400.00 |
| Signing (Temporary) | All Required | 400.00 |
| | | $9,800.00 |
| Utility Work | | |
| Work by California Oregon Power Co. | All Required | $3,500.00 |
| Work by Pacific Tel. & Tel. Company | All Required | 500.00 |
| | | $4,000.00 |
| | Subtotal | $1,214,268.55 |
| | 10% Engr. & Cont. | 121,426.45 |
| | Total | $1,335,695.00 |

Length of Roadway. . . . . . . . . 7.098 Miles
Length of 4 Structures . . . . . . 0.085 Mile (Exceptions)
Total Length. . . . . . . . . 7.183 Miles
Cost of Roadway per Mile . . . . $188,179.06

| | |
|---|---|
| Federal Funds | $1,225,000.00 |
| State Funds | 110,695.00 |
| | $1,335,695.00 |

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
1962
FOR FILING
I-5-1(33)36
3961

July 16, 1962

Pacific Power and Light Company
COPCO Division
216 West Main Street
Medford, Oregon

ATTENTION: Mr. Tom Ness

Re: Power Line Adjustment
Rock Point-Seven Oaks Section
Pacific Highway - Jackson County
Project No. I-5-1(33)36

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the abovenamed project has been approved by the State and the Bureau of Public Roads.

The estimate we refer to was submitted from your office on September 15, 1961, as requested by Mr. Glen V. Sorensen's letter of August 29, 1961, in the amount of $3,903.00

The adjustment as requested in Mr. Sorensen's letter of November 10, 1961 and submitted from your office on January 2, 1962 in the amount of $6,331.00 should be disregarded. It has just been determined that the change in plans, as mentioned in the November 10th letter, will not occur.

Therefore, you are hereby authorized to proceed with the work, as originally planned, as of July 16, 1962.

Reimbursement for work done subsequent to that date will be made subject to the provisions of PPM 30-4 and all supplements thereto.

Please notify the Resident Engineer, Mr. A.L. Chapman, P.O. Box 306, Grants Pass, Phone GR. 6-6863, at least three (3) days prior to beginning work so that necessary arrangements may be made to coordinate the activities of your forces with those of the State's contractor.

Very truly yours,

F. D. Morgan
Construction Engineer
By
T. W. Litchfield
Utilities Liaison Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD

TWL:bjh
cc: General Files
C. H. Maison
L. H. Young
L. R. Chandler
A. L. Chapman
P. R. Barnhart
A. W. Parsons--BPR

cc: Pacific Power & Light Co.
Public Service Building
Portland 4, Oregon

RECEIVED
JUN 12 1962

FOR FILING
[illegible]
5961

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
June 11, 1962

**SUBJECT:** Complaint - Gold Hill Irrigation District

**To:** MEMO TO THE FILE

On Tuesday, June 5, 1962, the undersigned, Ted Litchfield, Utilities Liaison Engineer, Larry Rulien, Assistant Division Engineer, Division 3, and Paul Barnhart, Field Utilities Engineer, met with the Board of Directors of the Gold Hill Irrigation District at their request to discuss some engineering and legal problems with them.

The engineering problems will be covered in a memo by Mr. Rulien. The legal problems are as follows:

(1) The District has a ditch on a side hill about 10 or 15 feet outside our right of way with a rock rip rap wall along the edge of the cut. This ditch has leaked in the past, and it is the District's contention that due to some blasting in the area by the contractor the leakage has been increased. However, they have no flow measurements before the blasting, and the only evidence of leakage that they were able to supply was their statement that it was leaking more than it had before. If there is actually an increased leakage that can be determined (and this point is doubtful) it would seem to be the responsibility of the contractor, inasmuch as he was warned of the location of the ditch and that blasting in the immediate proximity might possibly cause it to leak, as the ditch in this location has been cut through solid rock. It would appear at this time that the best thing to do is wait and see if the leakage as we have noted it increases in the next few months or if there is any way that the District can substantiate the fact that they are losing additional water.

(2) The District is also concerned about the responsibility for maintenance of other facilities of the District which were not covered under our agreement with them which was signed in December of 1961, inasmuch as the facilities had been relocated on a section other than that covered under the agreement. I understand that the Engineering Department is going to review the relocation of these facilities and make a recommendation as to which facilities it will be our responsibility to maintain, i. e., those within the access control lines, and which facilities will be the responsibility of the District to maintain.

(3) The exclusion of land from the Irrigation District was discussed, and they advised me that the Irrigation District Association had

asked them not to take any action of land exclusion until after the 1963 Legislature had met, inasmuch as the Association was going to present legislation to reimburse them for their loss of O & M revenues because of land exclusion. It would appear, therefore, that we will be unable to conclude any more land exclusions until after the 1963 Legislature has either passed or rejected the proposed legislation.

It appears that our relationship with the District is improving and that we should be able to work out these problems without too much difficulty.

JACK L. SOLLIS
Staff Attorney

JLS:jw
cc: L. I. Lindas
G. E. Rohde
F. C. McKinney
G. S. Paxson
Ted Litchfield
Curt Baker
L. R. Chandler

RECEIVED
MAY 24 1962
FORM E-30X—50M—6-61—36682
FOR FILING
I-5-1(33)56
6561

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1962

SUBJECT: Rock Point-Seven Oaks Section

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Enclosed find a copy of a letter from the Secretary of the Gold Hill Irrigation District concerning alleged damages to their system as a result of the contractor's work on this section. They have requested that someone from the State Highway Department attend their next regular board meeting on June 5, 1962 to discuss problems pertaining to their system.

Please make an investigation of the allegations contained within this letter and assign one of your assistants to attend the meeting and find out what other complaints they have. After your study, please report your findings along with your recommendations to this office.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

NOTED
R. L PORTER

FBK:fp

Enc.

cc R. L. Porter
Jack Sollis
T. W. Litchfield

RECEIVED
MAY 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

*Gold Hill Irrigation District*
MRS. BERTHA COY ROSS, SECRETARY
GOLD HILL, OREGON

May 18, 1962

RECEIVED
MAY 22 1962
LEGAL & RIGHT OF WAY

Mr. Jack L. Sollis, Staff Attorney
Oregon State Highway Department
Salem, Oregon.

NOTED
JACK L. SOLLIS

Dear Mr. Sollis:

At the Gold Hill Irrigation District Board meeting of May 1, 1962 our ditch tender and maintenance foreman brought to the attention of the Board several matters which we feel should have immediate attention.

First the section of the ditch along the South Service Road of Highway No. 99, which has a rock riprap retaining wall, apparently has been damaged by the Peter Kiewet crew, by blasting for installation of drainage tile and is causing considerable loss of irrigation water.

Also the matter of the Kanes Creek flume. The new flume is 6" lower than the grade that the State had agreed to maintain and there was no provision for a gate at the intake of the flume. This is certainly not in accordance with the agreement made.

We will appreciate it if you can arrange to meet with the Board at their next regular meeting, Tuesday, June 5, 1962 to discuss various matters pretaining to the District.

Very truly yours,

Bertha Coy Ross
Mrs. Bertha Coy Ross
Secretary

cc: G. Ivan Peeples )
C. Norman Gail ) Directors
Edward F. Martin )

CONSTRUCTION DIVISION
RECEIVED
MAY 22 1962
NOTED-☐ ☐ ☐ ☐ ☐
CE ACE ACE CUE

RECEIVED
MAY 10 1962
FOR FILING

May 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering control valves and spring protection on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal-Aid Project No. I-5-1(33)36.

This work is necessary to protect a spring used for irrigation, also to keep the property owner back of the access control lines while irrigating.

This work has been verbally recommended for approval by the BPR Area Engineer.

No additional or special benefit will accrue to the landowner because of this order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:lt

Enc.

RECEIVED
R 16 1962
FOR FILING

I C-1(8)56

5961

April 9, 1962

56

Mr. John Jaksch

Gold Hill, Oregon

Dear Mr. Jaksch:

Reference is made to your recent letter concerning your apprehension about the detour patterns that would be established during the construction of the Rock Point-Seven Oaks Section of the Pacific Highway.

We understand that Mr. Chapman, Resident Engineer on this project, has been to see you and that he has explained our detour plans. He informs us that you were satisfied and that if the plans as presented were executed, inconvenience to you would be kept at a minimum.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. B. Morgan
L. R. Chandler
A. L. Chapman

FBK:bjh:ajw

**Three Jay's Guernsey Farm**

HOME OF GOOD MILK

**PRODUCER - DISTRIBUTOR** **Phone UL 5-1173**

**GOLD HILL, OREGON**

March 26, 1962

Mr. Forest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Cooper:

We are concerned about the future exit and entrance to our ranch, now that the new freeway is under construction along this strip here. Our past experience with the contractors when the present highway was constructed, prompts us to write this letter as at that time we were blocked in to the extent that we had to use the farm tractor to get in and out and it was only by contacting your department that anything was ever done about it.

Now with the type of business I have, that of daily trips to Medford with my big milk truck for wholesale delivery of bottled milk and the numerous ranch trucks which service our place as well as other ranch business which is conducted daily and daily work carried on between this place and another ranch we own below us near the Dardanelles it is absolutely necessary that the road be kept open enough for us to get in and out.

The inconveience and expense of going around Rock Point, through Gold Hill and on to Medford will surely work a hardship on us so we trust this way out will not be the one decided on. We hope you can and will work this out in some manner for us and we will appreciate all you can do.

Porter

Yours truly,

John Jaksch

John Jaksch

RECEIVED
MAR 27 1962
OREGON
STATE HIGHWAY COMMISSION

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

# *Memorandum*

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage St. N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

961

**DATE:** March 6, 1962

**FROM** : C. G. Polk, Division Engineer
Salem, Oregon

**SUBJECT:** Oregon Projects I-5-1(9)44 Signing Changes
I-5-1(22)30
I-5-1(23)28
I-5-1(33)36 ✓

Mr. Morgan's letters, dated March 2, requested our approval of various changes in the contract signing on the subject projects. These changes were outlined on contract plan sheets attached to each submission.

This office concurs with the changes as outlined; however, the proposed changes suggested for Signs 10 and 13, plan sheet 8 139, Project I-5-1(9)44, may present a confusing situation to a stranger in the area. It is recommended that this sign be changed to read " To US 99 " rather than " To Rogue R. Hwy ".

RECEIVED
MAR 5 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5961

March 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Signing Revisions
Rock Point-Seven Oaks Section
Project No. I-5-1(33)36

Dear Mr. Polk

We are sending to you herewith revised detail sheets for the signing on this project. Your approval of these proposed changes is requested.

These changes have been discussed with Mr. Brooks of your office.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

encs.

CHB:bjh

cc: R. L. Porter
F. B. Crandall

PORTER

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1962
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5961

February 28, 1962

Ms. E. Lawrence
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Ms. Lawrence:

The attached working drawings for the Type A, B and J signs on the Rock Point-Seven Oaks Section, Pacific Highway, Contract Number 5961, have been checked and are approved as noted.

Very truly yours,

Tom Edwards
Asst. State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DRA:mgn
bc: Tom Edwards
L. R. Chandler
A. L. Chapman
Attachment

NOTED
TOM EDWARDS

RECEIVED
MAR 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

R[illegible]

FORM 8-30X 10M 7-60 29306

FOR [illegible]

5961

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

February 26, 1962

SUBJECT: Signing Revisions
Rock Point-Seven Oaks Section
Pacific Highway No. 1 (I5)
Contract #5961

To:

F. D. Morgan
Construction Engineer
BUILDING

Attached are additional copies of the plans for the signing revisions, submitted January 11, 1962, for the above named section. At the time these plans were originally submitted, they had received preliminary approval from the Bureau of Public Roads. They are being resubmitted to you at this time for transmittal to the Bureau for formal approval.

These revisions are to be made by Extra Work Order, as previously requested in the letter mentioned above.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DHD:mgn
Attachment
cc: Tom Edwards

NOTED
[illegible]

RECEIVED
FEB 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1962

5961

February 5, 1962

Mrs. E. Remmick
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Mrs. Remmick:

In reply to your inquiry of January 15th concerning signing on the Rock Point-Seven Oaks Section, Contract No. 5961, it is apparent from your summary of sign quantities that you are not in possession of the revised TED Drawing No. S167R. The Contractor's Plans that were used for the award of this contract contained this revised drawing.

For your convenience, there are attached three copies of this revised sheet which should be used in the computation of sign quantities and for the design of the signs at this interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attach.

cc Forrest Cooper
G. S. Paxson
F. B. Crandall

DPD:tm jw

1/17/62

Mr. F. B. Crandall

Re: Ltr 1/15 E. Resnick, Traffic Safety Supply Company, Portland, forwarding summary of signs required on Rock Point-Seven Oaks Section and stating there is a discrepancy in square footage figures, especially on Type C, D & E, and asking check be made on State's sign summary and their attached summary.

Please rough draft reply.

BU 1/24/62 Edwards

RECEIVED
JAN 18 1962
TRAFFIC ENGINEERING

#23

**TRAFFIC SAFETY SUPPLY COMPANY**
***Manufacturers and Distributors***
2324 S. E. UMATILLA ST. PORTLAND 2, OREGON
BElmont 5-8531

January 15, 1962

RECEIVED
JAN 18 1962
TRAFFIC ENGINEERING

Oregon State Highway Dept.
Salem, Oregon

RE: ROCK POINT-SEVEN OAKS SECTION
Jackson County - Proj. No. I-5(33)36
Contractor - Peter Kiewit Sons' Co.
(Central Pt. #2 - #2999)

Gentlemen:

Attached is summary of the signs required on the above project.

Since there are considerable discrepancies in the square footage figures, especially on Type "C, D & R", we would appreciate a check being made between the State's sign summary and our summary attached.

Thank you for your prompt reply.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick

Crandall
R/D

er
atts

RECEIVED
JAN 16 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
L. E. GEORG

## SIGN RECAP

|  |  |  |
|---|---|---|
| JOB: | ROCK POINT-SEVEN OAKS SECT.<br>Jackson County | Peter Kiewit Sons' Co., Contractor<br>(Central Point #2 - #2999) |

Type "A" Signs (PE A-10 Panels w/ESNA Legend)

| Quan. | Sign No. | Size | Sq. Ft. |
|---|---|---|---|
| 1 | 1 - Kane Cr. Int. | 12' x 6' | 72. |
| 1 | 2 - " | 16'6 x 6' | 99. |
| 1 | 3 - " | 19' x 5'6 | 104.5 |
| 1 | 4 - " | 18'6 x 5'6 | 101.75 |
| 1 | 5 - " | 16'6 x 6' | 99. |
| 1 | 6 - " | 12'6 x 10' | 125. |
| 1 | 7 - " | 12'6 x 10' | 125. |
| 1 | 8 - " | 7'6 x 2' | 15. |
| 1 | 9 - " | 10' x 3'6 | 35. |
| 1 | 10 - " | 9'6 x 3'6 | 33.25 |
| 1 | 11 - " | 10' x 2' | 20. |
| 1 | 12 - " | 10' x 3'6 | 35. |
| 1 | 13 - " | 10' x 3'6 | 35. |
| 2 | 21 & 22 - " | 6'6 x 2 | 26. |
| 1 | 23 - " | 6' x 2' | 12. |
| 1 | 6 - Blackwell Cr. | 15'6 x 5'6 | 85.25 |
| 2 | D-1-60 | 6' x 5' | 60. |

Total Square Feet 1082.75

1083

Type "C, D & R"

| Quan. | Sign No. & Legend | Size | Sq. Ft. | Total Sq. Ft. |
|---|---|---|---|---|
| 3 | R-200-60 SPEED 70 MILES | 48x60 | 20. | 60. |
| 2 | R-300-36 NO LEFT TURN | 30x36 | 7.5 | 15. |
| 2 | R-301-36 NO RIGHT TURN | 30x36 | 7.5 | 15. |
| 6 | R-370-60 DO NOT ENTER | 42x60 | 17.5 | 105. |
| 3 | R-453-48 EMERGENCY PKG ONLY | 48x48 | 16. | 48. |
| 2 | W-300-48 STOP AHEAD | 48x48 | 16. | 32. |
| 4 | W-505-48 MERGING TRAFFIC | 48x48 | 16. | 64. |
| 2 | W-1302-60 EXIT 45 MPH | 48x60 | 20. | 40. |
| 2 | W-1302-60 EXIT 25 MPH | 48x60 | 20. | 40. |
| 7 | US 99 Shld | 24" | 4. | 28. |
| 5 | Us 99 Shld | 36" | 9. | 45. |
| 2 | Oregon 234 Shld | 24" | 4. | 8. |
| 2 | BUSINESS | 20x8 | 1.11 | 2.22 |
| 1 | Rt. Arrow | 15x12 | 1.25 | 1.25 |
| 2 | US 99 Shld (Type R) | 36" | 9. | 18. |
| 2 | Oregon 234 Shld (Type R) | 36" | 9. | 18. |

Total Sq. Ft. 539.47

417

ROCK POINT-SEVEN OAKS SECT. (cont'd)

Type "E, F, & G" Signs

| Quan. | Sign No. & Legend | Size | Sq. Ft. | Total Sq. Ft. |
|---|---|---|---|---|
| 5 | Int. 5 Shld | 24" | 4. | 20. |
| 5 | Int. 5 Shld | 36" | 9. | 45. |
| 2 | SOUTH | 18x9 | 1.125 | 2.25 |
| 2 | Left Arrow | 18x9 | 1.125 | 2.25 |
| 2 | Rt. Arrow | 18x9 | 1.125 | 2.25 |
| 2 | NORTH | 18x9 | 1.125 | 2.25 |
| 3 | NORTH | 30x15 | 3.125 | 9.375 |
| 2 | SOUTH | 30x15 | 3.125 | 6.25 |
| 1 | JCT | 18x9 | 1.125 | 1.125 |
| 2 | R-100-30 STOP | 30" Oct | 5.2 | 10.4 |
| | | | Total Sq. Ft. | 101.16 |
| | | | | 114 |

Type "J" Signs

| | | | |
|---|---|---|---|
| 1 | Lampman Rd.> | 42 x 7-1/2 | 2.2 |
| 1 | <Medford Dead End > | 80-1/2 x 7-1/2 | 4.2 |
| 1 | <Grants Pass | 42 x 7-1/2 | 2.2 |
| 1 | <Gold Hill | 42 x 7-1/2 | 2.2 |
| | | Total Sq. Ft. | 10.8 |
| | | | 13 |

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Rock Point-Seven Oaks Section
Pacific Highway No. 1 (15)
Contract No. 5961

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter dated January 26, 1962, from F. B. Crandall, Traffic Engineer, with reference to a signing revision on type "R" Route Markers for the above project is self-explanatory.

Seven sheets of Drawing S7 detail sheet are also attached.

Will you please see this revision becomes a part of the plans and is carried out in construction. Price Agreements with the contractor should be obtained in all instances.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards

NOTED
TOM EDWARDS

[illegible]
JAN [illegible]
OFFICE [illegible]
STATE H[illegible]

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

January 26, 1962

SUBJECT: Signing Revision
Rock Point-Seven Oaks Section
Pacific Highway No. 1 (I5)
Contract No. 5961

To:

Frank Morgan
Construction Engineer
OFFICE

To provide greater clarity, the Type "R" Route Markers, which are used on porcelain aluminum destination signs, have been revised as shown on the attached detail sheet. Would you please see that this sheet replaces the sheet that is bound in with the contractor's plans for the above contract.

This change has received the preliminary approval of the Bureau of Public Roads.

It is anticipated that there will be no increase in cost due to this change, since the signs are not yet fabricated.

Original Signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

DFD:mgm
cc: Tom Edwards
Attachments

JA

NOTED
TOM EDWARDS

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JAN 25 1962

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5961

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1962

SUBJECT: Rock Point-Seven Oaks Section
Pacific Highway
Contract No. 5961

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter dated January 11 from F. B. Crandall, Traffic Engineer, regarding sign revision on the above project is self-explanatory.

Six copies of Drawing No. S-167-R, referred to in the letter are attached.

Please make arrangements for completing this signing revision under the existing contract.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards

NOTED
TOM EDWARDS

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JAN 24 1962
FORM E-30X 5CM 7-59 22125
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5961

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 11, 1962

SUBJECT: Signing Revision
Rock Point-Seven Oaks Section
Pacific Highway No. 1 (US99 & I-5)
Contract No. 5961

To:

F. D. Morgan
Construction Engineer
BUILDING

Revision of signing on the above named section requires that Sign No. 1 be deleted and replaced, as shown on the attached drawing No. S167R, by a revised Sign No. 1. Revised Sign No. 1 has been salvaged from another project and will be delivered to the contractor, F.O.B., at the Oregon State Sign Shop in Salem.

The revision requested involves the installation of a US99 route shield and the legend "Rogue R." onto the salvaged sign. The legend "Hwy" and "EXIT 1 MILE" is already in place on the existing sign and should not be moved. All exposed rivet holes from previous legend should be plugged and refinished.

We have shown Sign No. 27 on the revised plan, since it must be mounted beneath the revised Sign No. 1. The request for Sign No. 27 was made in previous correspondence and is not a part of this current revision.

Costs saved in the reduction of the number of square feet of Type 'A' signs, as a result of the deletion of the original Sign No. 1, should cover the costs of this revision.

This work was approved by Mr. Edwards on January 2, 1962. Preliminary approval has also been given by the Bureau of Public Roads.

Will you make arrangements for completing this signing revision under the existing contract.

Original signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

MJD:mgm
cc: Tom Edwards
Attachment

NOTED
TOM EDWARDS

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JAN 22 1962
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1962
FOR FILING

[illegible]

5961

January 8, 1962

7.

Frohnmayer, Lowry,
Hogan & Deatherage
Attorneys at Law
200 Cooley Theatre Building
Medford, Oregon

Rock Point-Seven Oaks
Section
Pacific Highway

Attention: Mr. W. V. Deatherage

Gentlemen:

Your letter of December 11 requested an investigation of a spring condition on property now owned by Faydrex, Inc. This property is on the Rock Point-Seven Oaks Section of the Pacific Highway.

Mr. A. L. Chapman, Highway Department Resident Engineer on this project, reports that in November of 1961 he encountered two men examining the spring who introduced themselves as owners of the property. At that time, the condition of the spring was discussed. Also, at that time it was agreed that construction of a small concrete box to collect the water and permit channelization to the owners' tanks outside the right of way would restore the water supply.

Necessary steps to accomplish this construction have been taken and the contractor has scheduled this work for the immediate future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

GLD:db-ajw

cc Forrest Cooper
F. D. Morgan

Otto J. Frohnmayer
Philip B. Lowry
Ervin B. Hogan
W. V. Deatherage

Porter J. Neff
(1871-1959)

**FROHNMAYER, LOWRY, HOGAN & DEATHERAGE**
ATTORNEYS AT LAW
300 CODLEY THEATRE BUILDING
MEDFORD, OREGON

Telephone SP 2-7117

Morgan

December 11, 1961

REFERRED TO
State Hwy Engr
BY SECRETARY

State Highway Commission
Salem, Oregon

Re: Case No. 53-809-L
Your file: L-2120
R-20801
Blackwell Hill - Medford
Section of the Pacific
Highway

Gentlemen:

We represent Faydrex, Inc., an Oregon corporation, who recently has purchased some real property formerly owned by A. W. McCormick in the Black Hill- Seven Oaks area on Pacific Highway.

This property was condemned in 1954 by the State Highway for the purpose of relocating Pacific Highway. There was a spring on the McCormick property which was carried by pipe under the highway. It is our understanding that this pipe has now been blocked or interferred with as a result of the widening of the highway by your operations and the flow of water has been diminished to a vast degree.

Would you please have your engineer check on this matter at once.

Yours very truly,

FROHNMAYER, LOWRY, HOGAN
& DEATHERAGE

By WV Deatherage

Porter

WVD:mg

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OREGON
STATE HIGHWAY COMMISSION

NOTED

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DEC 13 1961
OREGON
STATE HIGHWAY ENGINEER

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FOR FILING

5961

January 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the installation of baffles in a box culvert on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal Aid Project No. I-5-1(33)36.

This work has been requested by the Fish Commission and has been verbally recommended for approval by the BPR Bridge Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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DEC 21 1961
FORM E-30X—50M—6-61—30000
FOR FILING

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5961

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1961

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Agreements
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

Enclosed are three copies of the agreement between the Gold Hill Irrigation District and the State relating to the adjustment of the district's facilities on this project.

Please forward one copy to the District Maintenance Superintendent and one copy to the Resident Engineer on the project.

Frank D. Morgan
Construction Engineer

By

C H Baker

C. H. Baker
Asst. Field Construction Engineer

CHB:jd

cc: Floyd Query

NOTED
FLOYD QUERY

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DEC 26 1961
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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1961

SUBJECT: Rock Point-Seven Oaks Section

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Enclosed find a copy of a letter from Frohnmayer, Lowry, Hogan and Deatherage, Attorneys for Faydrex, Inc.

Please investigate the condition of the spring on the property now owned by Faydrex, Inc., and give us your report with your recommendations.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Attach.

cc R. L. Porter

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OFFICE OF
STATE HIGHWAY ENGINEER

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MISC. CONTRACTS and
AGREEMENTS No.

[illegible]

5961

Salem, Oregon
December 18, 1961

Agenda Item 4-r

Crossing Agreement
Gold Hill Irrigation District
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

Mr. Frank Morgan
Construction Engineer
Office

Attention: Mr. T. W. Litchfield

Attached is a partially signed copy of an agreement with the Gold Hill Irrigation District covering the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Gold Hill Irrigation District.

Secretary

rn
Attach: 1

Crossing Agreement
Gold Hill Irrigation District
Rock Point-Seven Oaks Section
Pacific Hwy
Jackson Co.

Herewith you will find three copies of the crossing agreement with the Gold Hill Irrigation District on the subject section.

This agreement has been signed by the Board of Directors of the District at their regular meeting of December 5, 1961.

It is recommended this be presented to the State Highway Commission at their meeting of December 8, 1961 for their approval.

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DEC 18 1961
FOR FILING

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5961

December 18, 1961

Gold Hill Irrigation District
Route 1,
Gold Hill, Oregon

Attention: Mr. G. Ivan Peoples

Gentlemen:

We are enclosing for the records and files of the Gold Hill Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Gold Hill Irrigation District covering revision of certain facilities of the District on Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

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FOR FILING

3961

December 7, 1961

Oregon State Highway Commission

Gentlemen:

The new Interstate Highway No. 5, now under construction in Jackson County (Rock Point-Seven Oaks Section) crosses portions of the Gold Hill Irrigation District. This necessitates the revision of certain of the facilities of the Irrigation District.

An agreement has been reached with the Gold Hill Irrigation District for the revision and reconstruction of the irrigation structures and facilities.

The proposed agreement has been approved by our legal and engineering departments. It is recommended that you approve this agreement, which will be presented by the Secretary at the next Commission meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc P. M. Stephenson

PMS:er fn

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DEC 5 1961
FORM E-80X—80M—6-61—10882
FOR FILING

5961

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1961

SUBJECT Rock Point-Seven Oaks Section

To:

MEMO TO THE FILES

On November 29, Mr. Lindas contacted me in Medford and requested that I make an inspection of the LaRue Morris property on this project, with regard to several complaints that Mr. Morris had made to Commissioner Jackson. Mr. Lindas presented four specific complaints. They are listed and an analysis of each made below:

1. The underpass at Station 330 is blocked. This allegation was partly true. However, we could drive a car through it and out each end with only a minor amount of difficulty. Nevertheless, the contractor had pushed a few yards of mud near the north entrance and had erected a small scaffold from which he was dismantling the wingwalls, in preparation for extending the underpass. We will immediately clean up the mud and will have the contractor remove the scaffolding until such time as he is ready to diligently do the work of extending the underpass. It should be noted here that when we do begin the construction on the underpass, Mr. Morris will be effectively denied the use of it. However, we will contact Mr. Morris before beginning the work and will expedite the work as much as possible.

2. Fencing was not planned between Stations 334 and 342 and Mr. Morris' cows would be able to climb the cut slopes onto the freeway facility itself. This is true. No fencing has been provided for this section. Mr. Morris does have a fence of sorts existing already. However, this fence is in very poor shape and it is reasonable that cows will be able to excape from his property onto the freeway. We will negotiate a Price Agreement with the contractor for constructing this $300 worth of fencing.

3. Pipesused to convey the water from a ~~sping~~ spring from beneath the highway to Mr. Morris' property were open jointed and have been blocked as a consequence of willow tree roots growing into them. We were already aware of this situation and had provided for the construction of a spring box and the installation of plastic pipe from the spring box to Mr. Morris' watering trough.

4. As a consequence of the construction, we have had to disrupt Mr. Morris' domestic water supply. The plastic hose temporarily used to convey said water has frozen. We will immediately cover this pipe with enough earth materials to assure that no further loss of the facility will result as a consequence of freezing weather. We will also replace existing portions of this pipe removed with new pipe.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
L. I. Lindas
F. D. Morgan

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DEC 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

5961

November 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the re-establishing of water lines on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal Aid Project No. I-5-1(33)36.

The water lines noted were placed in their present location under a previous contract. It is necessary to adjust the lines to meet construction of the additional traffic lanes.

This work has been verbally approved by the BPR District and Area Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

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FOR FILING

5961

November 28, 1961

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering directional signing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal Aid Project No. I-5-1(33)36.

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, warning signs and barricades required of the contractor for the safety of traffic and workmen.

The work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

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1-5-1(33) 36

5961

November 14, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., Monday, November 13, approval was granted for the establishment of a 35-mile-per-hour construction speed zone on the Rock Point-Seven Oaks Section of the Pacific Highway, No. 1, between M. P. 294.95 and M. P. 302.08 in Jackson County. Your concurrence is requested.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. F. B. Crandall

pk ms

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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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5961

November 10, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Monday, November 13, approval was granted for the establishment of a 35 MPH construction speed zone on the Rock Point-Seven Oak Section of the Pacific Highway, No. 1, between M.P. 294.95 and M.P. 302.02.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson ✓

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NOV 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 8 1961
FOR FILING

5961

November 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering a gas, food and lodging sign on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal Aid Project No. I-5-1(33)36.

This is an additional sign, not covered in the contract provisions. It is to guide traffic and tourists to businesses along the old highway and has been requested by the Traffic Division.

This has been verbally recommended for approval by the BPR Area Engineer. Due to conditions existing in the area start of the work has been authorized.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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5961

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1961

SUBJECT: Rock Point-Seven Oaks Section
Contract No. 5961

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The Bureau of Public Roads has given preliminary approval to the construction of the Blackwell Hill Rest Area on this project under Price Agreement at unit prices for Items 2 through 71 and under Force Account for Item 1, Clearing and Grubbing.

Please submit the necessary documents to cover the work. You are cautioned not to begin any of the construction contemplated until you have received approved copies of the orders.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper ✓
R. L. Porter
Mark Astrup

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OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 7 1961
FOR FILING

FORM CD-121
(7-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5961

DATE: November 3, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

G. G. Polk

SUBJECT: Oregon Project I-5-1(33)36
Rock Point-Seven Oaks Section, Pacific Highway
Contract No. 5961

Mr. Forrest Cooper's letter of November 2, 1961 requested our approval of a proposal to construct the Blackwell Hill Rest Area under the existing contract for the Rock Point-Seven Oaks Section. It was explained that approximately $26,000 would be saved by use of this procedure rather than doing it under a separate contract.

In view of the expected savings, we will give our approval to construction of the rest area under Price Agreement at unit prices for items 2 through 71 and under Force Account for item 1, Clearing and Grubbing.

Simultaneously with submission of the Price Agreement and Force Order, please furnish the project agreement estimate showing increased quantities due to addition of this work.

This preliminary approval is given with the understanding that work on the rest area will not be started until all necessary authorization documents are executed.

copies to: Stev
Ecw
Porter
Astrup

NOTED
[illegible]

NOTED
P. M. STEPHENSON

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NOV 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

5961

November 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Blackwell Hill Rest Area
Rock Point-Seven Oaks Section
Contract No. 5961
I-5-1(33)36

Dear Sir:

Reference is made to our proposal to add the construction of this rest area to I-5-1(33)36. Enclosed are sketches showing the proposed location. Also enclosed are copies of estimates for (1) doing the work under the existing contract, and (2) letting a separate contract for the work.

The estimate for (1) above amounts to a total of $53,858.03 whereas the estimate for (2) amounts to $80,237.00. Please note, therefore, that some $26,000 will be saved by constructing the rest area under the existing contract whereby we take advantage of the lower prices inherent in a large project. Please note also that the estimate for doing the work under the existing contract uses unit bid prices for all items except the clearing and grubbing which would be done by force account method. This is agreeable to the contractor.

May we have advance approval for doing the work under price agreement at unit prices for items 2 through 71 and under force account for item 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc W. C. Williams
Tom Edwards
R. L. Porter
Mark Astrup
F. D. Morgan

FBK:fp fn

Form E-69 10M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .......... OF .......... SHEETS

Rock Point - Seven Oaks Section
Pacific Highway Jackson County
Blackwell Hill Rest Area

| ITEM | UNIT | QUANTITY | UNIT COST | AMOUNT | |
|---|---|---|---|---|---|
| 1. Clearing and Grubbing | (Lump Sum Estimate Only) | | | $1,500.00 | |
| 2. Drainage Excavation Unclassified | Cu. Yd. | 150 | 3.00 | 450.00 | |
| 6. General Excavation Unclassified | Cu. Yd. | 8,400 | 0.40 | 3,360.00 | |
| 7. Short Overhaul | Yd. Sta. | 15,000 | 0.01 | 150.00 | |
| 8. Long Overhaul | C-Yd. Sta. | 100 | 0.35 | 35.00 | |
| 16. 15-Inch Concrete Pipe | Lin. Ft. | 36 | 3.30 | 118.80 | |
| 17. 18-Inch Concrete Pipe | " " | 160 | 3.80 | 608.00 | |
| 29. 8-Inch Perf. Metal Drain Pipe | " " | 200 | 2.00 | 400.00 | |
| 30. Special Backfill in Drains | Cu. Yd. | 50 | 4.00 | 200.00 | |
| 33. 18-Inch Culvert End Sections | Each | 4 | 35.00 | 140.00 | |
| 43. Concrete Curbs | Cu. Yd. | 25 | 44.50 | 1,112.50 | |
| 47. Class "A" Concrete in Box Culverts | Cu. Yd. | 23 | 62.50 | 1,427.50 | |
| 48. Metal Reinforcement in Box Culverts | LBS | 3,200 | 0.15 | 480.00 | |
| 59. Salvage & Reinstall Type 2 Fence | Rod | 50 | 5.00 | 250.00 | |
| 60. Salvage & Reinstall Type 3 Fence | " | 85 | 8.00 | 680.00 | |
| 62. Coarse Crushed Material in Base | Tons | 13,000 | 1.20 | 15,600.00 | |
| 63. ¾" - 0" Material in Base | Tons | 1,600 | 1.45 | 2,320.00 | |
| 64. Sprinkling | M-Gal | 440 | 1.00 | 440.00 | |
| 66. ¾" - 0" Material in Binder Course | Cu. Yd. | 70 | 3.10 | 217.00 | |
| 67. RC-3 Asphalt | Ton | 10 | 45.00 | 450.00 | |
| 68. Asphaltic Concrete Mixture | Ton | 2,300 | 3.20 | 7,360.00 | |
| 69. Asphalt in Mixture | Ton | 125 | 35.00 | 4,375.00 | |
| 71. Asphaltic Concrete Traffic Markers | Lin. Ft. | 200 | 1.00 | 200.00 | |
| | | | | | $41,873.80 |
| Adjust Utilities | | | | | 6,000.00 |
| Construction Engineering and Contingencies | 12½ % | | | | 5,984.23 |
| | | | TOTAL | | $53,858.03 |

Form E-49—30M–

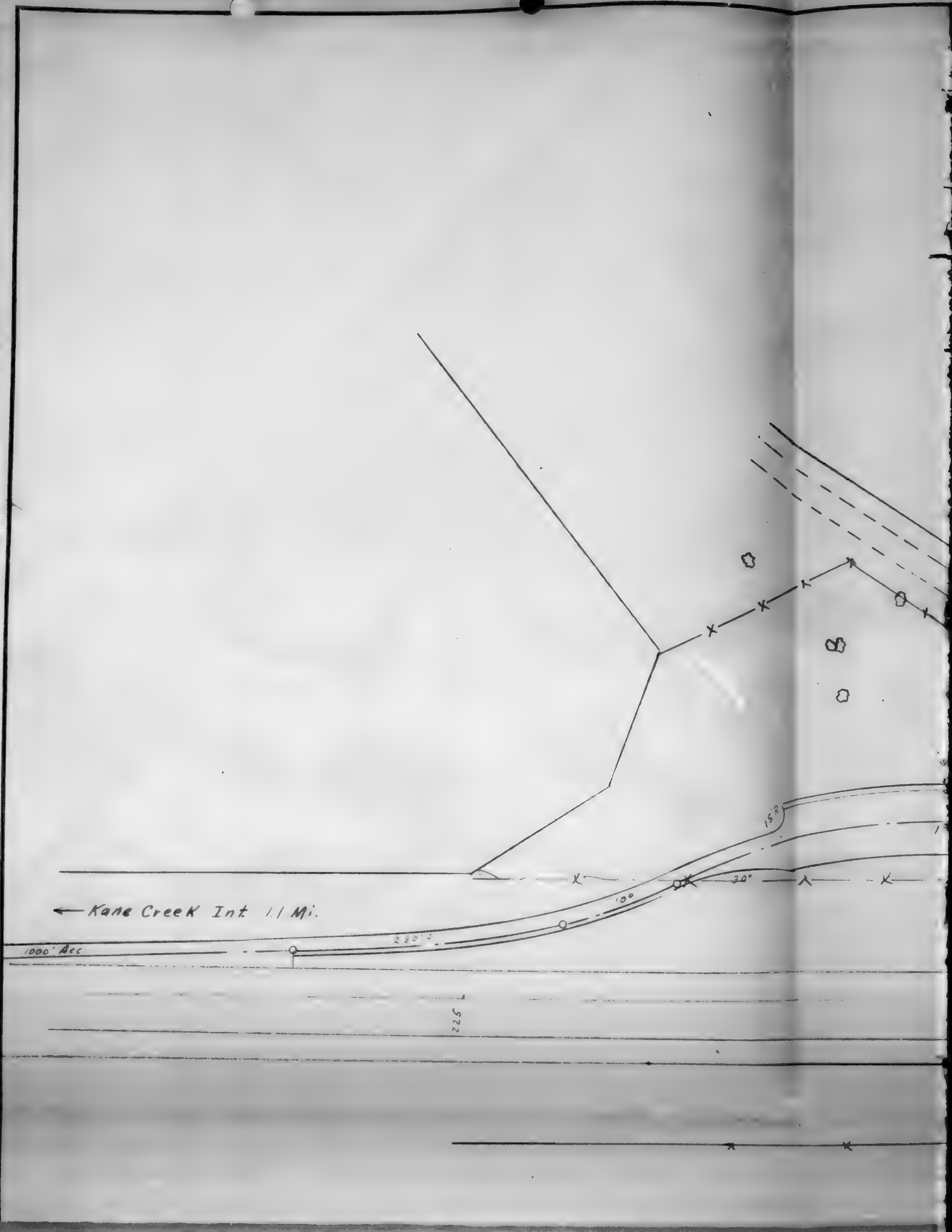
TABULATION SHEET

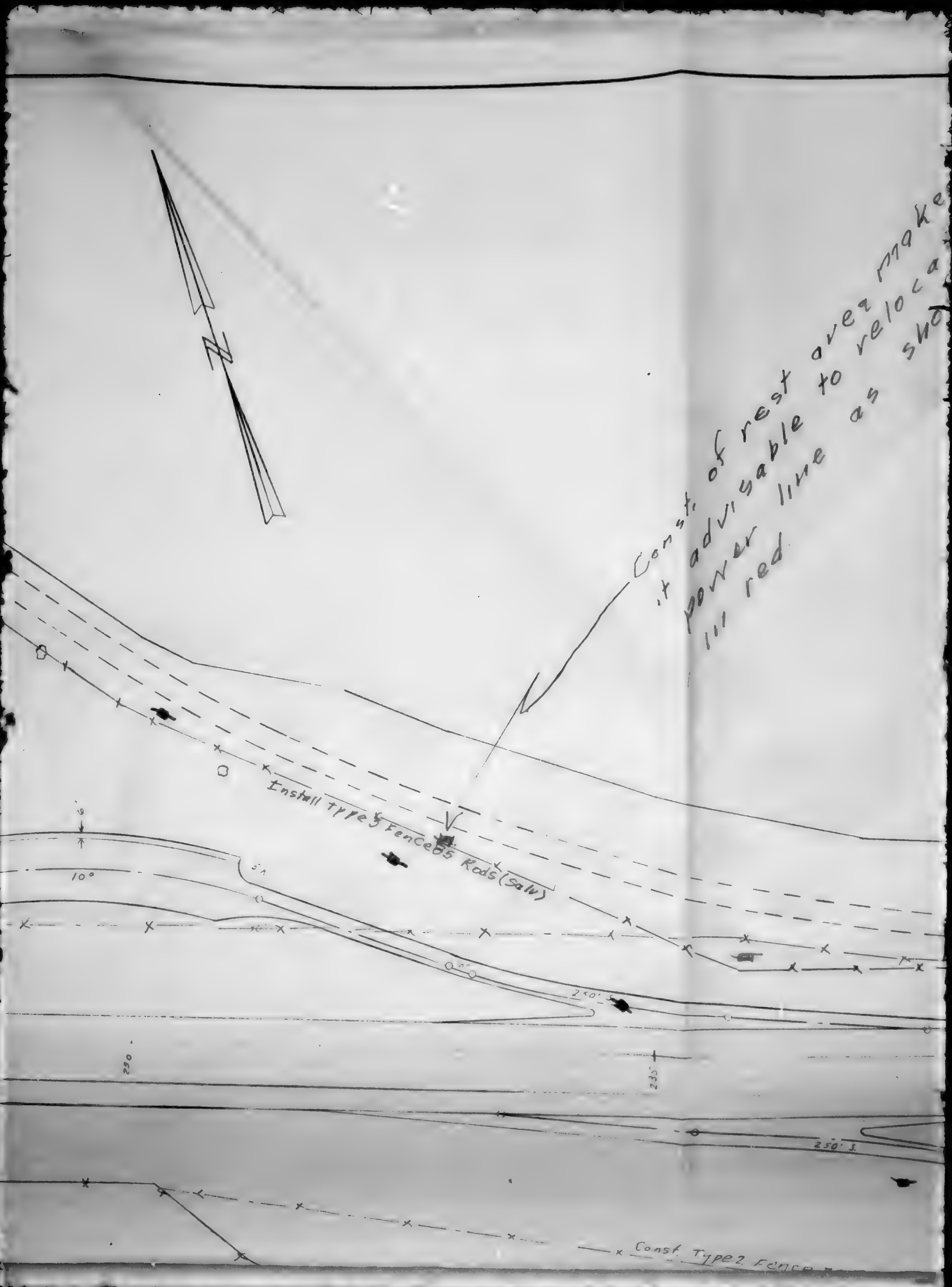
SHEET ........ OF ........ SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

Rock Point-Seven Oaks Section
Pacific Highway Jackson County
Blackwell Hill Rest Area
Estimate of Cost-By Separate Contract

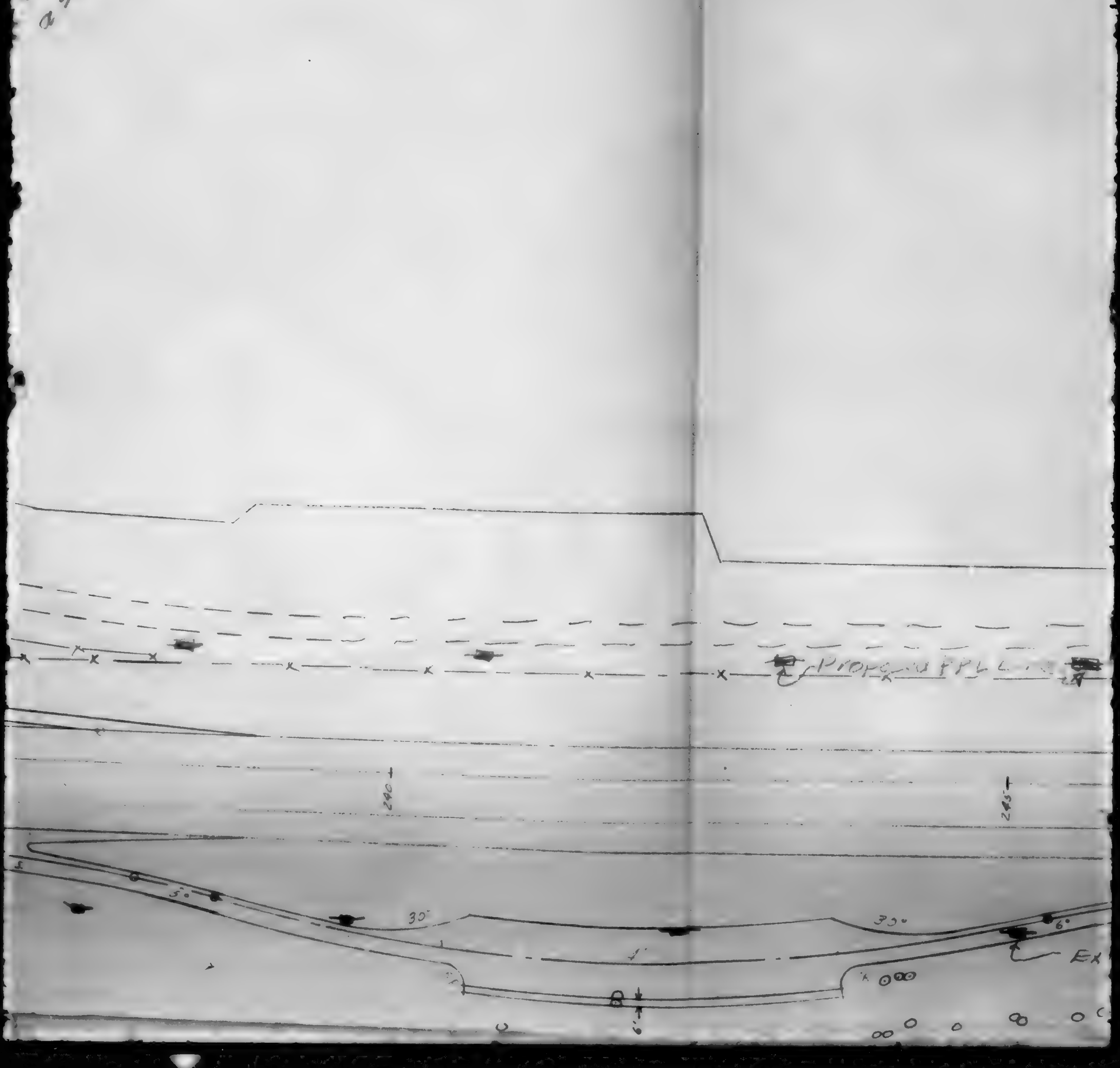
| ITEM | UNIT | QUANTITY | UNITCOST | AMOUNT | |
|---|---|---|---|---|---|
| 1. Clearing and Grubbing | (Lump Sum Estimate Only) | | | $ 1,500.00 | |
| 2. Drainage Excavation Unclassified | Cu. Yd. | 150 | $ 3.00 | 450.00 | |
| 6. General Excavation Unclassified | Cu. Yd. | 8,400 | 0.65 | 5,460.00 | |
| 7. Short Overhaul | Yd. Sta. | 15,000 | 0.02 | 300.00 | |
| 8. Long Overhaul | C-yd. Sta. | 100 | 0.50 | 50.00 | |
| 16. 15-inch Concrete Pipe | Lin. Ft. | 36 | 4.50 | 162.00 | |
| 17. 18-inch Concrete Pipe | Lin. Ft. | 160 | 5.50 | 880.00 | |
| 29. 8-inch Perf. Metal Drain Pipe | Lin. Ft. | 200 | 3.00 | 600.00 | |
| 30. Special Backfill in Drains | Cu. Yd. | 50 | 6.00 | 300.00 | |
| 33. 18-inch Culvert End Sections | Each | 4 | 60.00 | 240.00 | |
| 43. Concrete Curbs | Cu. yd. | 25 | 60.00 | 1,500.00 | |
| 47. Class "A" Concrete in Box Culverts | Cu. Yd. | 23 | 75.00 | 1.725.00 | |
| 48. Metal Reinforcement in Box Culverts | LBS. | 3,200 | 0.20 | 640.00 | |
| 59. Salvage and Reinstall Type 2 Fence | Rod | 50 | 6.00 | 300.00 | |
| 60. Salvage & Reinstall Type 3 Fence | Rod | 85 | 12.00 | 1.020.00 | |
| 62. Coarse Crushed Material in Base | Tons | 13,000 | 2.00 | 26,000.00 | |
| 63. 3/4"-0 Material in Base | Tons | 1,600 | 2.15 | 3,440.00 | |
| 64. Sprinkling | M-gal. | 440 | 3.00 | 1,320.00 | |
| 66. 3/4"-0 Material in Binder Course | Cu. Yd. | 70 | 5.00 | 350.00 | |
| 67. RC-3 Asphalt | Ton | 10 | 60.00 | 600.00 | |
| 68. Asphaltic Concrete Mixture | Ton | 2,300 | 8.00)<br>) | 1,840.00 | |
| 69. Asphalt in Mixture | Ton | 125 | 8.00) | | |
| 71. Asphaltic Concrete Traffic Markers | Lin. Ft. | 200 | 1.25 | 250.00 | |
| | | | | | $65,487.00 |
| Adjust Utilities | | | | | 6,000.00 |
| Construction Engineering and Contingencies 12 1/2% | | | | | 8,750.00 |
| | | TOTAL | | | $80,237.00 |


15'R
30°
10°
← Kane Creek Int. 1.1 Mi.
250'
1000' Acc.
225


Const. of rest area make
it advisable to reloca
power line as sho
in red

N
Install type 3 Fence 85 Rods (Salv)
10°
250' S.
230
235
250' S.
Const. Type 2 Fence

ver makes
relocate
as shown

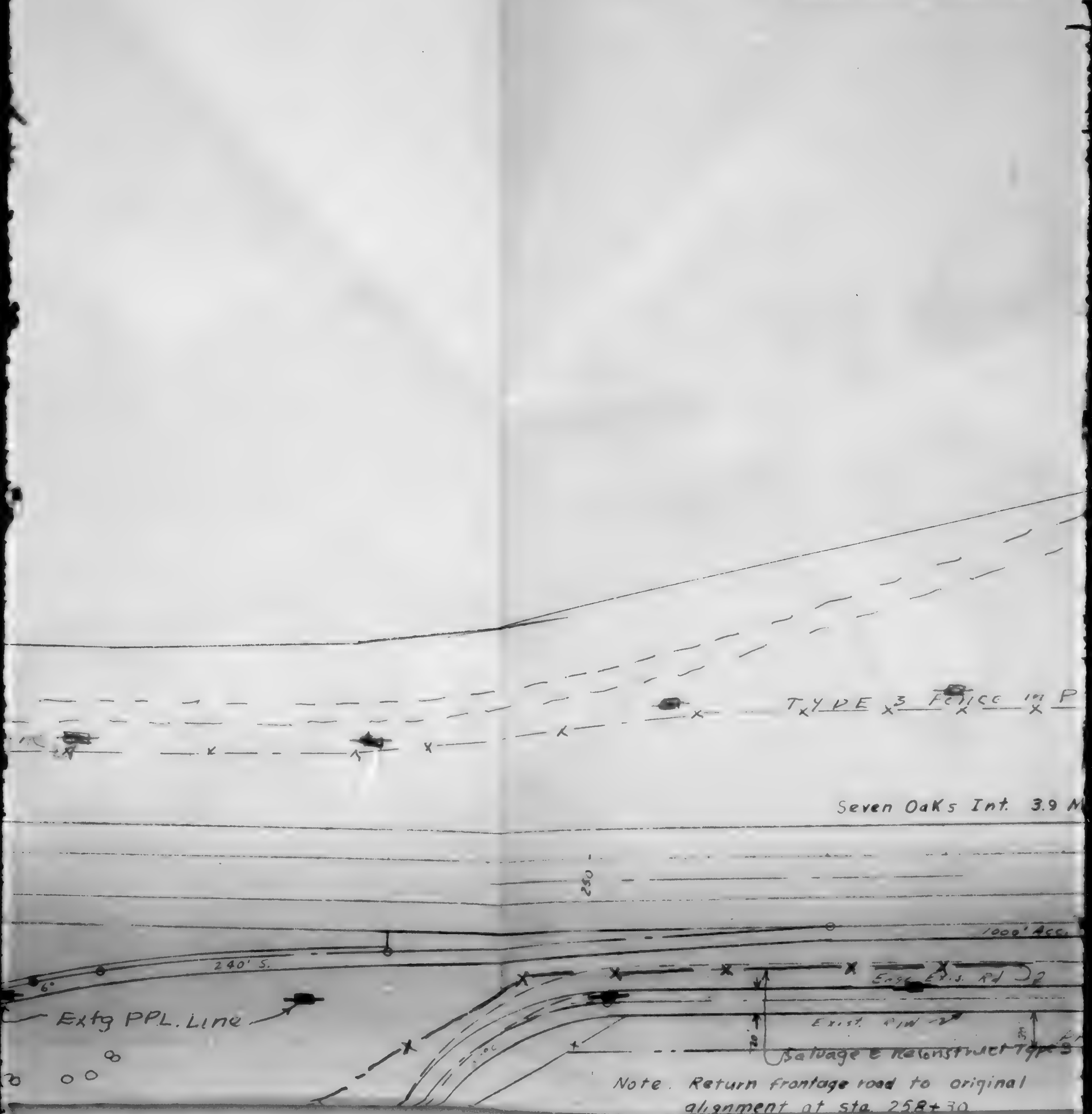


Propo
240
245
5°
30°
33°
6°
4'
6'
Ex

ROCK POINT - SEVEN OAKS SECT

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 8 | OREGON | | |

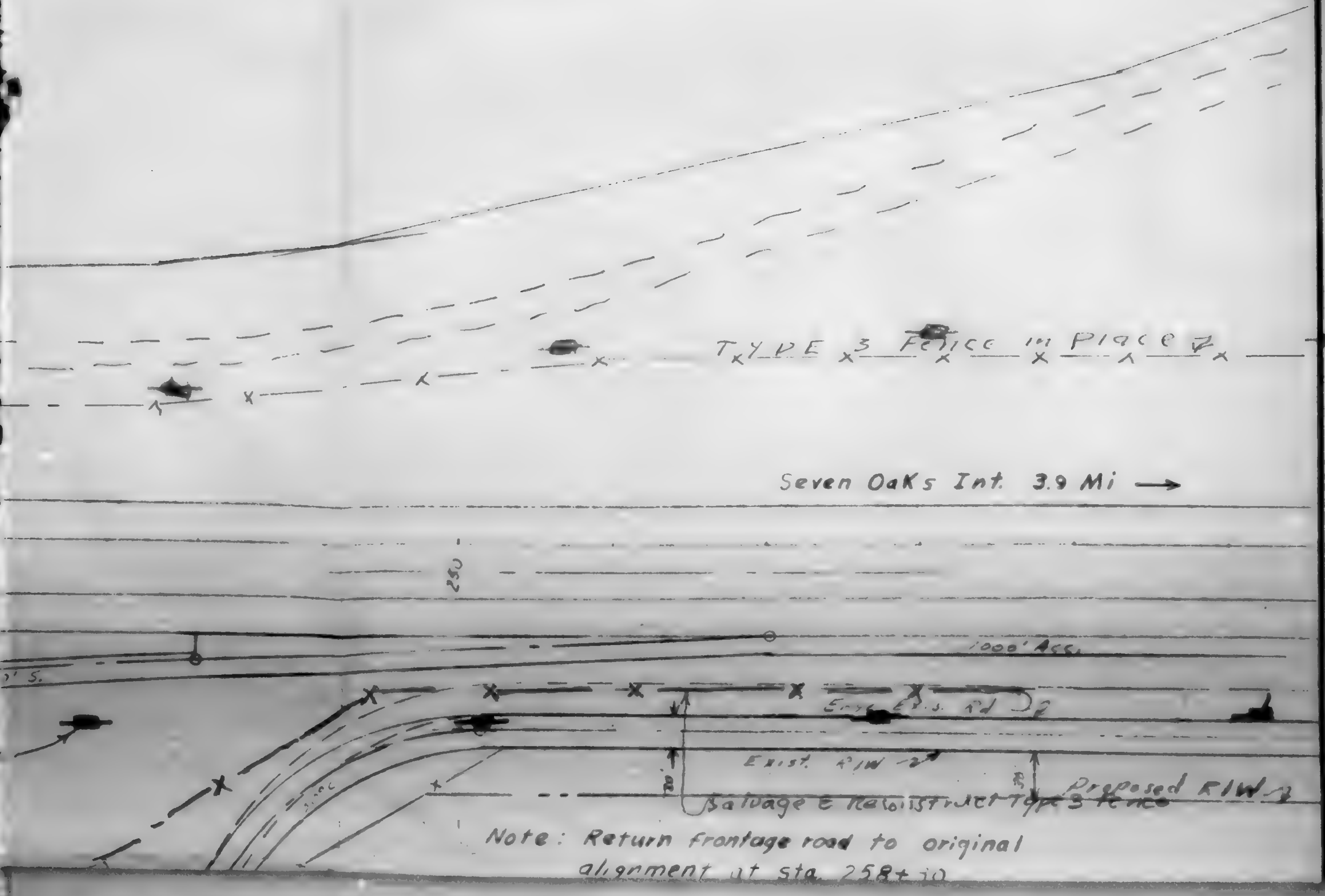
Standard Interchange Layout Sheet


TYPE 3 Fence in P
Seven Oaks Int. 3.9 M
250
1000' Acc
240' S.
6'
Extg PPL. Line
Engr Exis. Rd
Exist. R/W
20
Salvage & Reconstruct Typ 3

Note. Return frontage road to original alignment at sta. 258+30

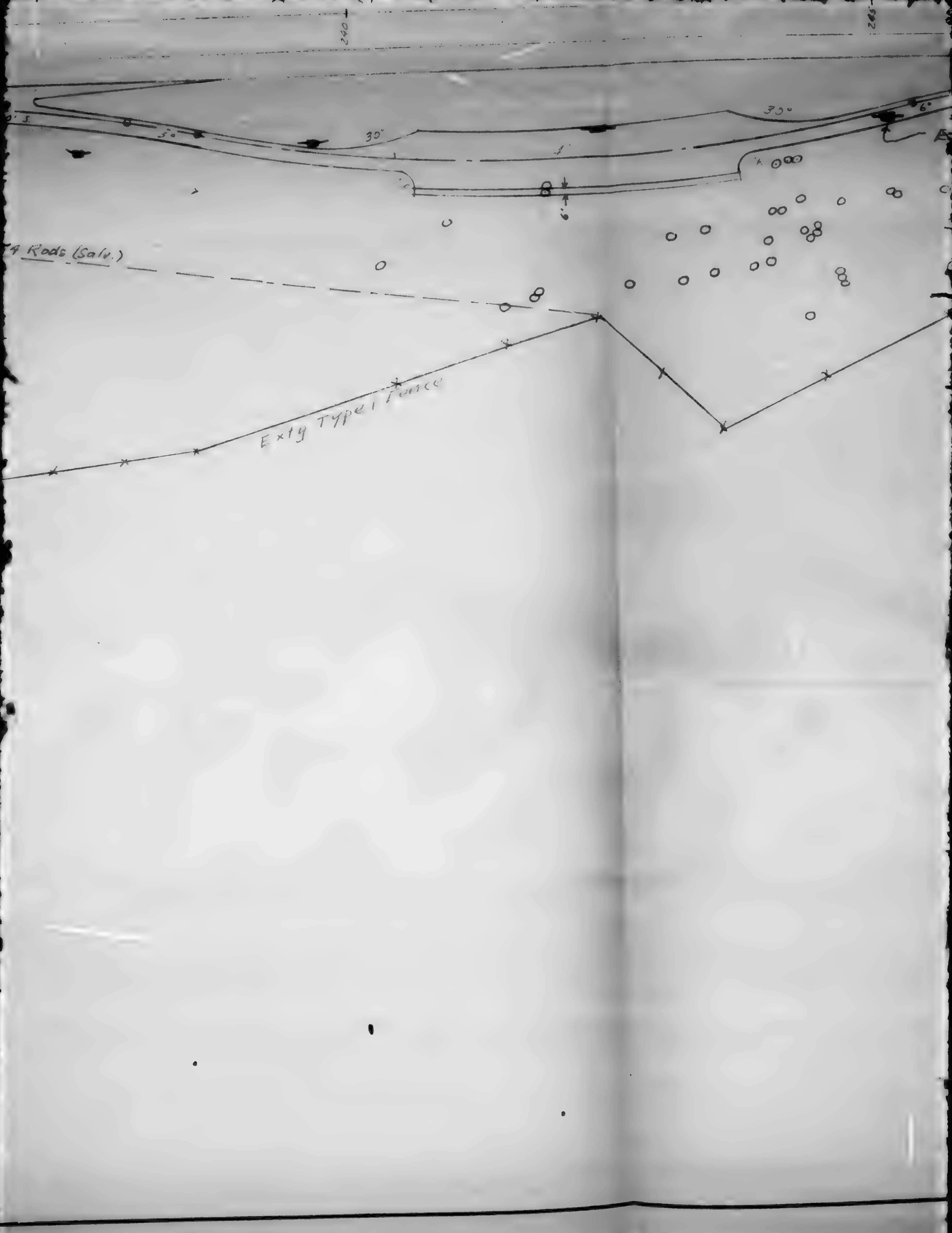
| ROCK POINT - SEVEN OAKS SECT. | | | | SHEF No. |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | |

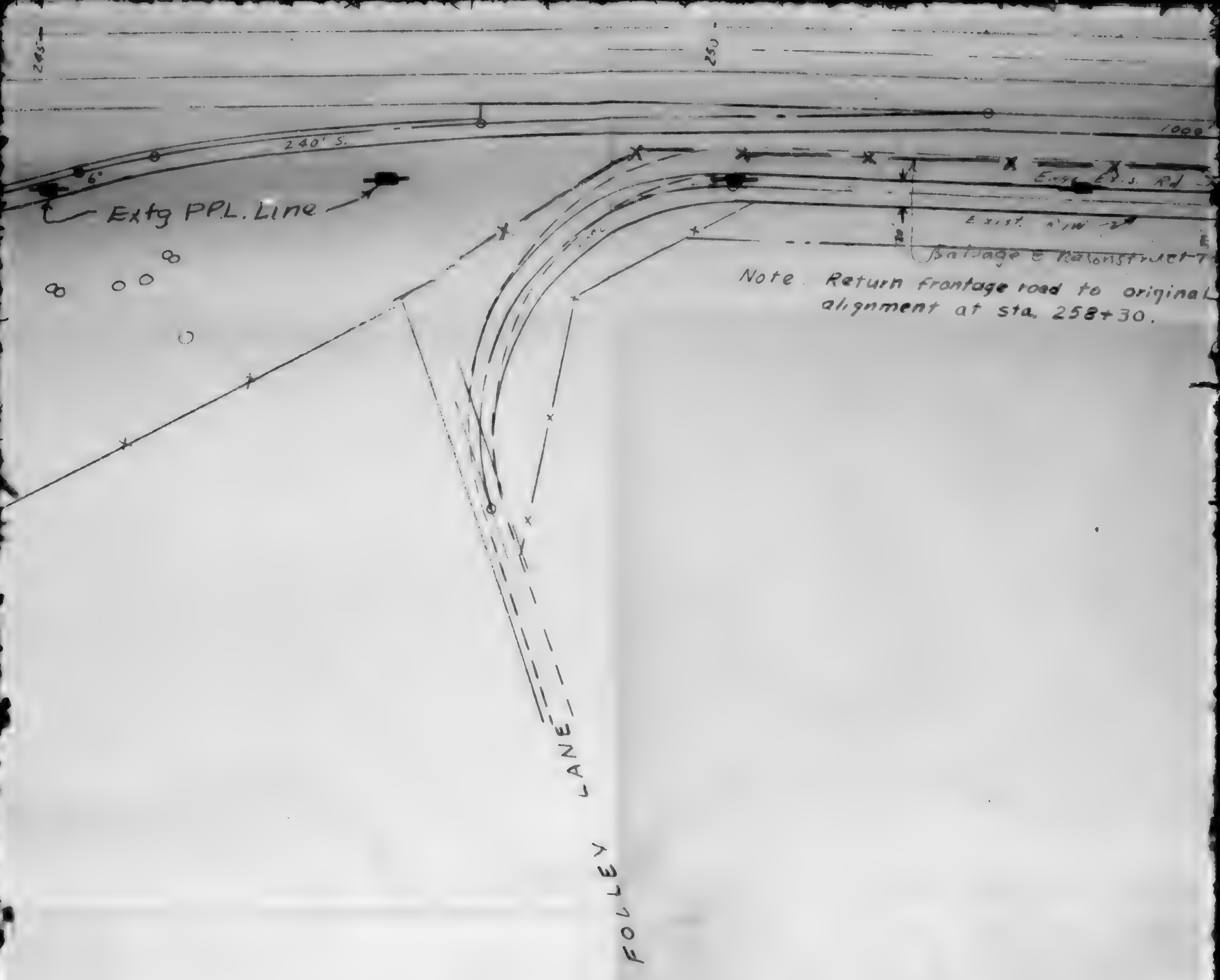
Standard Interchange Layout Sheet


Type 3 Fence in Place
Seven Oaks Int. 3.9 Mi →
250
1000' Acc.
Exist. Ex.s. Rd
Exist. R/W
Proposed R/W
Salvage & Reconstruct Type 3 Fence

Note: Return frontage road to original alignment at sta. 258+10

230
235
250' S
Const. Type 2 Fence 74 Roa


240
245
30°
5°
30°
4'
6'
6°
4 Rods (Salv.)
Exty Type I Fence


245
250
240' S.
6°
Extg PPL. Line
1000'
Extg Co. Rd
Exist. R/W
Salvage & Reconstruct
FOLLEY LANE

Note Return frontage road to original alignment at sta. 258+30.

Scale: 1" = 100'

| DATE | REVISION | BY |
|---|---|---|
| | | |
| | | |
| | | |
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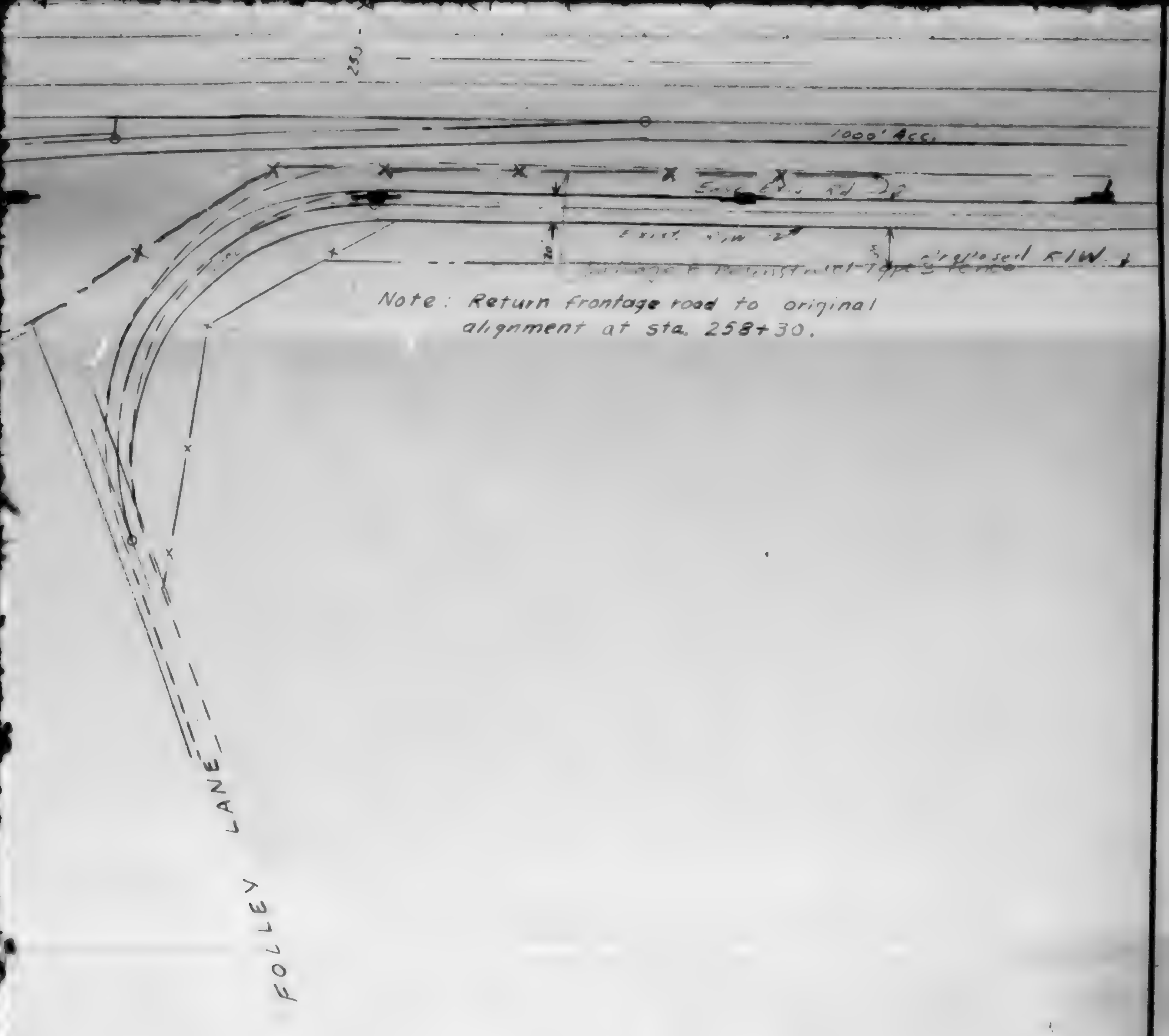
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

BLACKWELL HILL REST
PACIFIC HIGHWAY
MILE
Jackson County
Date 9/6/61 Signature D.B.

| | | |
|---|---|---|
| Submitted | | |
| Approved | | |
| " | 9/8/61 | |
| " | | |
| " | 9-6.61 | |
| " | 9/7/61 | |
| " | 9/20/61 | |

5-N-


250
1000' Acc.
Exist. R/W
20
Proposed R/W
FOLLEY LANE

Note: Return frontage road to original alignment at sta. 258+30.

Scale: 1"=100'

| REVISION | BY |
|---|---|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

# BLACKWELL HILL REST AREA

PACIFIC HIGHWAY
Jackson County
MILE POST
Date 9/6/61 Signature D.B.

| | | | |
|---|---|---|---|
| Submitted | | | Resident Engineer |
| Approved | | | Division Engineer |
| " | 9/8/61 | | Traffic Engineer |
| " | | | Bridge Engineer |
| " | 9-6-61 | | Construction Eng'r. |
| " | 9/17/61 | | Dep. Highway Eng'r. |
| " | 9/20/61 | | U. S. B. P. R. |

5-N-24

RECEIVED
NOV 1 1961
FOR FILING

S-2705-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

5961

October 30, 1961

911/323
0-PD-61-05

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Mr. Williams:

Please refer to our letter of October 24 in connection with insurance to be provided under Peter Kiewit Sons Contract No. 5961 covering an additional highway overpass at Seven Oaks.

With his letter of October 18 Mr. Kelley furnished us a certified copy of Liberty Mutual Policy No. LS1-641-004388-270, issued to the contractor. This policy has been reviewed and is satisfactory to Southern Pacific Company.

Yours truly,

H. M. WILLIAMSON
Per R.C.N.

cc: Mr. A. J. Kelley, District Manager
Liberty Mutual Insurance Company

11-1-61
Original to
Gardner
HP

RECEIVED
OCT 27 1961
FOR FILING

I [illegible]

5961

Salem, Oregon
October 26, 1961

Mr. F. D. Morgan

I attach hereto copy of a letter from the Southern Pacific Company advising of the approval of the railroad insurance furnished by the Peter Kiewit Sons' Company covering the additional overpass structure at Seven Oaks, Contract No. 5961.

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. Ivan D. Merchant

RECEIVED
OCT 26 1961
FOR FILING

S-2709

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

5961

October 24, 1961

911/323
0-PD-61-05

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Mr. Williams:

Please refer to your copy of our letter of October 17 to Mr. Kelley in connection with the Railroad Protective Liability Policy issued to Southern Pacific Company as required in connection with Peter Kiewit Sons Contract No. 5961 covering an additional highway overpass structure at Seven Oaks.

This policy has been reviewed and is satisfactory. We are retaining the original policy, and are attaching herewith the certified copy, which was to be furnished to the State in accordance with the Contract Special Provisions.

By letter of October 18 Mr. Kelley has furnished a certified copy of Peter Kiewit Sons Comprehensive General & Automobile Liability Policy with the Liberty Mutual Insurance Company. This is now being reviewed, and we will advise you of our approval as promptly as possible.

Yours truly,

HM Williamson
ba

Enc.

cc: Mr. A. J. Kelley, District Manager
Liberty Mutual Insurance Company

RECEIVED
OCT 26 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
OCT 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

# CERTIFICATION

I, E.P. Loring, Assistant Secretary of Liberty Mutual Insurance Company, a corporation located at Boston, Massachusetts, on oath declare that the Liberty Mutual Insurance Company issued its policy LR1-641-004541-211 effective October 6, 1961 to Southern Pacific Company and that this is a true, full, and correct copy of said policy.

E. P. Loring
Assistant Secretary

Subscribed and sworn to before me this
eleventh day of October, 1961
William T White
Notary Public

LIBERTY MUTUAL
**INSURANCE COMPANY**
HOME OFFICE: BOSTON

*(A Mutual Insurance Company, Herein Called the Company)*

Agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declarations made by the named insured and subject to all of the terms of this policy:

## INSURING AGREEMENTS

I. COVERAGE A - BODILY INJURY LIABILITY To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness or disease, including death at any time resulting therefrom, hereinafter called "bodily injury", either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the contractor or any employee of the contractor or by any designated employee of the insured whether or not arising out of such acts or omissions.

COVERAGE B - PROPERTY DAMAGE LIABILITY To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction hereinafter called "property damage", arising out of acts or omissions at the designated job site which are related or are in connection with the work described in Item 6 of the declarations.

COVERAGE C - PHYSICAL DAMAGE TO PROPERTY To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. DEFINITIONS

(a) Insured - The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor - The word "contractor" means the contractor designated in Item 4 of the declarations and includes all subcontractors of said contractor but shall not include the named insured.

(c) Designated Employee of the Insured - The words "designated employee of the insured" mean:

(1) any supervisory employee of the insured at the job site,
(2) any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the contractor, or
(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the contractor or by governmental authority.

(d) Contract - The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. DEFENSE, SETTLEMENT, SUPPLEMENTARY PAYMENTS With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent, but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request.

IV. POLICY PERIOD, TERRITORY This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

## EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under coverages A (1), B and C, to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U.S. Code (1946) Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under coverage B, to injury to or destruction of property (i) owned by the named insured or (ii) leased or entrusted to the named insured under a lease or trust agreement.

## CONDITIONS

1. Premium The premium based and rates for the hazards described in the declarations are stated therein. Premium based and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the Declarations.

The term "rental cost" means the total cost to the contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceed the estimated

estimated advance premium paid, the company shall look to the contractor specified in the declarations for any such excess; if less, the company shall return to the said contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. INSPECTION The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. LIMITS OF LIABILITY - COVERAGE A The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such, liability stated in the declarations as applicable to "each occurrence" is, subject to the above provision respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

LIMIT OF LIABILITY - COVERAGES B AND C The limit of liability under coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organization, including the loss of use of any property due to such injury or destruction under coverage B, as the result of any one occurrence.

Subject to the above provision respecting "each occurrence", the limit of liability under coverages B and C stated in the declaration as "aggregate" is the total limit of the company's liability for all damages and loss under coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under Coverage B.

Under coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss is of a part thereof the actual cash value of such part, at the time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. SERVERABILITY OF INTERESTS - COVERAGES A AND B The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. NOTICE In the event of an occurrence or loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. ASSISTANCE AND COOPERATION OF THE INSURED - COVERAGES A AND B The insured shall cooperate with the company, and, upon the company's request, attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his own cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. ACTION AGAINST COMPANY - COVERAGES A AND B No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured, the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

COVERAGE C No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until thirty days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. INSURED'S DUTIES IN EVENT OF LOSS - COVERAGE C In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonable require and shall, upon the company's request, exhibit the damaged property.

10. APPRAISAL - COVERAGE C If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

the company shall not be held to have waived any of its rights by any act relating to appraisal.

11. PAYMENT OF LOSS - COVERAGE C The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. NO BENEFIT TO BAILEE- COVERAGE C The insurance afforded by this policy shall not enure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. SUBROGATION In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. APPLICATION OF INSURANCE The insurance afforded by this policy is primary insurance.

15. THREE YEAR POLICY A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each annual period.

16. CHANGES Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy, signed by the President or a Vice-President and the Secretary or an Assistant Secretary of the company and, if such signatures are facsimile signatures, countersigned by a duly authorized representative of the company.

17. ASSIGNMENT Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. CANCELATION This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancelation shall be effective. This policy may be canceled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than thirty days thereafter such cancelation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancelation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancelation is effected or as soon as practicable after cancelation becomes effective, but payment or tender of unearned premium is not a condition of cancelation

19. DECLARATIONS By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

20. MUTUAL POLICY CONDITIONS This policy is non-assessable. The policyholder is a member of the company and shall participate, to the extent and upon the conditions fixed and determined by the board of directors in accordance with the provisions of law, in the distribution of dividends, so fixed and determined.

In witness whereof, the company has caused this policy to be signed by its President and its Secretary at Boston, Massachusetts, and countersigned by a duly authorized representative of the company.

George A. Potter
SECRETARY

Bryan Smith
PRESIDENT

**The policy, including all endorsements issued therewith, is hereby countersigned by**

AUTHORIZED REPRESENTATIVE

Und-G 214-7 (A.A.S.H.O. Form)

**DECLARATIONS**

**LIBERTY MUTUAL**
INSURANCE COMPANY
HOME OFFICE: BOSTON

**Railroad Protective Liability Policy**

No. LR 1-641-004541-211
TD72

Item 1. Named Insured: Southern Pacific Company

Address 65 Market Street, San Francisco, California
No. Street Town or City Postal Zone No. State

Item 2. Policy Period: From October 6, 1961 to December 1, 1961
**12:01 A. M., standard time at the designated job site as stated herein.**

Item 3. **The insurance afforded is only with respect to such of the following coverages as are indicated by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.**

| | LIMITS OF LIABILITY | |
|---|---|---|
| COVERAGE A—BODILY INJURY LIABILITY | $ 250,000 | each person |
| | $ 500,000 | each occurrence |
| COVERAGE B—PROPERTY DAMAGE LIABILITY & COVERAGE C—PHYSICAL DAMAGE TO PROPERTY | $ 250,000 | each occurrence |
| | $ 500,000 | aggregate |

Item 4. **Name and Address of Contractor:** Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Farnum & 36th Sts., Omaha 31, Neb.

Item 5. **Name and Address of Governmental Authority for whom the work by the contractor is being performed:**

Oregon State Highway Department

Item 6. **Designation of the Job Site and Description of Work:**

Contract No. 5961 for road construction at Rock Point Seven Oaks Section, Jackson County, Oregon including the right to cross the railroad at station 415.
Peter Kiewit Sons Job No. 2999

| CLASSIFICATION | Code No. | Premium Bases (a) Contract Cost (b) Rental Cost | Rates (a) Per $100 of Contract Cost (b) Per $100 of Rental Cost | | ADVANCE PREMIUMS | |
|---|---|---|---|---|---|---|
| | | | Coverage A | Coverages B&C | COVERAGE A | COVERAGES B&C |
| Railroad Proective Liability | 0542Bs | To | Be | Determined | | |

Total Advance Premium $

Minimum Premiums: Cov. A Cov. B&C Deposit Premium $

| | | | | | | |
|---|---|---|---|---|---|---|
| Sales Office and No.<br>Omaha-445 | Salesman and No.<br>A. Kelley-6199 | N/R<br>1 | 1st Year This Policy<br>61 | Pol. H.G.<br>☐ $ | Home State<br>Ore. | Renewal of<br>New |
| Work Units | Typed By Date<br>ch 10/9/61 | Periodic Payment<br>$ | Rating Basis<br>☐ R ☒ NR | Risk Class<br>☒ C ☐ NC | Audit Basis<br>0 | Accounting Entry<br>$<br>Dividend on Exp. Policy |

Und-G 215 R1 Special (A.A.S.H.O. Form)

## NUCLEAR ENERGY EXCLUSION ENDORSEMENT

It is agreed that the policy does not apply to loss due to nuclear reaction, nuclear radiation or radioactive contamination, or to any act or condition incident to any of the foregoing.

LIBERTY MUTUAL INSURANCE COMPANY

Bryan Smith
PRESIDENT

George A. Potter
SECRETARY

Premium $

Effective Date
Expiration Date
Audit Basis
For attachment
to Policy No. LR1-641-004541-211

Issued to

Work Count

Countersigned by J. F. Jangraw
AUTHORIZED REPRESENTATIVE

102 ED. 2 NS ASMC Issued

Sales Office & No.

End. Serial No. 3

# ENDORSEMENT REGARDING PREMIUMS AND DIVIDENDS

Upon acceptance of the policy the named insured agrees that return premiums, premium refunds and dividends, if any, which become payable under the policy are hereby assigned to, and the named insured directs the company to pay the same to

Peter Kiewit Sons' Co.

who has assumed and agreed to fulfill all present and future obligations of the named insured with respect to the payment of premiums under the said policy.

LIBERTY MUTUAL INSURANCE COMPANY

Bryan Smith
PRESIDENT

George A. Potter
SECRETARY

Premium $

Effective Date
Expiration Date
Audit Basis
For attachment
to Policy No. LR1-641-004541-211

Issued to Southern Pacific Company

Countersigned by J. F. Jangraw
AUTHORIZED REPRESENTATIVE

1985 Issued Sales Office and No. End. Serial No. 2
LP LS LT LU

# NUCLEAR ENERGY LIABILITY EXCLUSION ENDORSEMENT
## (Broad Form)

It is agreed that the policy does not apply under Coverages A and B:

I. Under any Liability Coverage, to injury, sickness, disease, death or destruction

(a) with respect to which an insured under the policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability; or

(b) resulting from the hazardous properties of nuclear material and with respect to which (1) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof, or (2) the insured is, or had this policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization.

II. Under any Medical Payments Coverage, or under any Supplementary Payments provision relating to immediate medical or surgical relief, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization.

III. Under any Liability Coverage, to injury, sickness, disease, death or destruction resulting from the hazardous properties of nuclear material, if

(a) the nuclear material (1) is at any nuclear facility owned by, or operated by or on behalf of, an insured or (2) has been discharged or dispersed therefrom;

(b) the nuclear material is contained in spent fuel or waste at any time possessed, handled, used, processed, stored, transported or disposed of by or on behalf of an insured; or

(c) the injury, sickness, disease, death or destruction arises out of the furnishing by an insured of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any nuclear facility, but if such facility is located within the United States of America, its territories or possessions or Canada, this exclusion (c) applies only to injury to or destruction of property at such nuclear facility.

IV. As used in this endorsement:

**"hazardous properties"** include radioactive, toxic or explosive properties;

**"nuclear material"** means source material, special nuclear material or byproduct material;

**"source material"**, **"special nuclear material"**, and **"byproduct material"** have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof;

**"spent fuel"** means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor;

**"waste"** means any waste material (1) containing byproduct material and (2) resulting from the operation by any person or organization of any nuclear facility included within the definition of nuclear facility under paragraph (a) or (b) thereof;

(Continued on Page 2)

**"nuclear facility"** means

(a) any nuclear reactor,

(b) any equipment or device designed or used for (1) separating the isotopes of uranium or plutonium, (2) processing or utilizing spent fuel, or (3) handling, processing or packaging waste,

(c) any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste, and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

**"nuclear reactor"** means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material;

With respect to injury to or destruction of property, the word **"injury"** or **"destruction"** includes all forms of radioactive contamination of property.

Premium $

Effective Date
Expiration Date
Audit Basis
For attachment
to Policy No. LR1-641-004541-211

Issued to

Issued

LIBERTY MUTUAL INSURANCE COMPANY

Bryan Smith
PRESIDENT

George A. Potter
SECRETARY

Countersigned by J. F. Jangraw
AUTHORIZED REPRESENTATIVE

Endorsement Serial No. 1

**No.** LR1-641-004541-211

**ISSUED TO** Southern Pacific
Company

**EXPIRES** December 1, 1961

LIBERTY MUTUAL
INSURANCE COMPANY
HOME OFFICE: BOSTON

*The Company that stands by you*

DUPLICATE

The named insured is hereby notified that by virtue of this policy he is a member of Liberty Mutual Insurance Company and is entitled to vote either in person or by proxy at any and all meetings of said company.

This policy is classified in Dividend Class 1—General Class.

The annual meetings are held at its home office, Boston, Massachusetts, on the second Wednesday of April in each year, at eleven o'clock in the morning.

This policy is nonassessable.

UND-G 41-R1 PRINTED IN U.S.A.

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OCT 13 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 18, 1961

Peter Kiewit Sons' Co.,
405 East Main
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5961, awarded September 15, 1961, for grading-paving-signing the Rock Point-Seven Oaks Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 16 1961

~~FOR FILING~~
5961

477 Cottage St. N. E.
Salem, Oregon

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Utility Adjustment - Pacific Power and Light Co.
Rock Point-Seven Oaks Section, Pacific Highway
Project I-5-1(33)36

We hereby approve the agreement evidenced by the exchange of correspondence between the State and the utility company.

Authorization to proceed with the work is granted as of September 22, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED
FORREST COOPER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13, 1961

Section Rock Point - Seven Oaks

Kind of work Grading, Paving and Signing

Highway Pacific County Jackson

Section prefix 615-1088

Contractor Peter Kiewit Sons' Company

Contract number 5961

Date of contract September 15, 1961

Specified work days 160

Date work started October 12, 1961

Work days used 15

Project authorization $1,312,498.13

Exclusive of engineering $1,219,164.93

Per cent of time elapsed 9.4 %

Estimated cost of completed project, exclusive of engineering $1,219,164.93

Estimated per cent overrun or underrun None %

Per cent of contract completed, based on estimated cost 0.5 %

Engineering authorization $93,333.20

Engineering cost to date $835.00, 0.9 %

Date project was completed ........, 19..

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 1% | — | 0.5% | | — | — | — |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor started work on this project on Thursday October 12th. D-8 and D-6 cats on Clearing and pioneering cut sections on Blackwell Hill.

R & M Construction Company starts work on salvaging and re-installing fences also on Thursday of this week.

Anticipated completion date October 15th, 1962.

NOTED

DIVISION
RECEIVED
OCT 16 1961
EyB LP

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 6.66 | 7.09 |  |  | 7.09 |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities (contract) | 297,310 | 231,750 |  |  | 62,000 |
| Total quantities corrected to date | 297,310 | 231,750 |  |  | 62,000 |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers 2, Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | Fair |  |  |
| Tuesday | Rain |  |  |
| Wednesday | Cloudy |  |  |
| Thursday | Cloudy |  |  |
| Friday | Fair |  |  |
| Saturday |  |  |  |

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OCT 11 1961
FOR FILING

5961

October 10, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, Contract No. 5961, in connection with Federal Aid Project No. I-5-1(33)36.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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OCT 16 1961
FOR FILING

MISC. CONTRACTS and
AGREEMENTS no.

5ff

October 6, 1961

Mr. G. Ivan Peoples, President
Gold Hill Irrigation District
Route 1, Box 202
Gold Hill, Oregon

Dear Mr. Peoples:

In your letter of October 5 you mention paragraph 2 at the top of page 2 in the agreement with the Gold Hill Irrigation District, dated September 15, 1961.

The paragraph mentioned reads, "District hereby consents to the State's crossing and joint use of that portion of its facilities as shown on said Exhibit "A".

This is a more or less standard phrase used in agreements of this type and was not intended to mean that the Highway Department could or would use water from the District's canal.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: L. H. Young
Asst. Construction Engineer

GOLD HILL IRRIGATION DISTRICT
Rt. 1, Box 202
Gold Hill, Oregon

Oct. 5, 1961

Oregon State Highway Commission
Salem, Oregon

Attention Mr. Floyd Query, Secretary

Gentlemen:

With respect to the AGREEMENT between the State Highway Commission and the Gold Hill Irrigation District as set forth in copies of said proposed agreement and maps attached thereto, please interpret the second paragraph at head of page 2 thereof.

Said paragraph reads:- "District hereby consents to the State's crossing and joint use of that portion of its facilities as shown on said Exhibit "A".

If that means joint use of water from the District's canal, at that point, without compensation to the District, we should know it.

We have been anticipating a call from your engineer who first brought to our attention that you desired such an agreement, else you would have heard from us sooner.

GOLD HILL IRRIGATION DISTRICT
G. Ivan Peoples,
G. Ivan Peoples, Pres.

RECEIVED
OCT 6 1961
OREGON
STATE HIGHWAY COMMISSION

September 22, 1961

Agenda Item 5-ff

Gold Hill Irrigation District
Route 1,
Gold Hill, Oregon

Attention: Mr. G. Ivan Peoples

Gentlemen:

We are enclosing two copies of an agreement between the State Highway Commission and the Gold Hill Irrigation District covering the project for Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County. These copies have been executed by the State Highway Commission and are now ready for execution by the Gold Hill Irrigation District.

When fully signed please return the copy marked "Office Copy" to this office for the Commission's files. The second copy may be retained by you for your files.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 2

P.S. One copy of the above agreement has been held in this office pending receipt of a fully signed copy.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 6, 1961

Section Rock Point - Seven Oaks

Kind of work Grading, Paving and Signing

Highway Pacific County Jackson

Section prefix 615-1088

Contractor Peter Kiewit Sons' Company

Contract number 5961

Date of contract September 15, 1961

Specified work days 160

Date work started ........, 19....

Work days used 10

Project authorization $1,312,498.13

Exclusive of engineering $1,219,164.93

Per cent of time elapsed 6.3 %

Estimated cost of completed project, exclusive of engineering $ 1,219,164.93

Estimated per cent overrun or underrun None %

Per cent of contract completed, based on estimated cost 0 %

Engineering authorization $ 93,333.20

Engineering cost to date $ 560.00, 0.6 %

Date project was completed ........, 19....

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| --- | --- | --- | | --- | --- | --- |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has not started work on this project as of this date.

Field party retracing line and running levels and start cross-sections.

CONSTRUCTION DIVISION
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[illegible]
NOTED- Ey B

NOTED
JOHN R. OAKES

Noted
M. N. Jura

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 6.66 | 7.09 |  |  | 7.09 |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities (contract) | 297,310 | 231,750 |  |  | 62,000 |
| Total quantities corrected to date | 297,310 | 231,750 |  |  | 62,000 |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons --- --- --- --- ---

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | Fair |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Fair |  |  |
| Thursday | Fair |  |  |
| Friday | Fair |  |  |
| Saturday |  |  |  |

RECEIVED
OCT 2 1961
FOR FILING

5961

October 2, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of our Contract No. 5961 with Peter Kiewit & Sons Company, together with a copy of the special provisions and plans covering grading, paving and signing work on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, bids for which were received in Salem on September 13, 1961.

In general the work is to be performed outside the limits of railroad property except for fill encroachments at the ends of the proposed R.R. Overcrossing structure and two retaining walls in the vicinity of highway station 415 as indicated on Sheet 16 of the plans for this project.

The special provisions augment our standards for railroad protection particularly as given on pages 110 to 116 inclusive of the special provisions, and our contractor is to provide $250,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:hm

cc: G. S. Paxon
H. M. Williamson, Chief Engineer
Southern Pacific Co.
65 Market Street
San Francisco 5, California

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SEP 22 1961
FOR FILING

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6961

September 22, 1961

Rock Point-Sevens Oaks Section
Pacific Highway, Jackson County
Project No. I-5-1(33)36

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering adjustment of the Pacific Power and Light Company's facilities in connection with construction on the subject project:

1. Two copies of the Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for certain portions of the adjustments.

2. Two copies of the Company's estimate of cost for making the adjustments.

3. Two copies of the sketch prepared by the Company showing the adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

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SEP 22 1961
FOR FILING

1961

September 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific Power and Light
(Copco ) Power Lines
Kane Creek Interchange
Rock Point-Seven Oaks Section
Project I-5-1(33)36

Dear Sir:

Reference is made to your letter of September 14 regarding a power line crossing of the interstate highway at the Kane Creek Interchange.

The existing illumination at the Kane Creek Interchange will be removed by our contractor under the project which was just let. There is provision in the contract for making arrangements with the power company for discontinuance of service. The revised interchange will not be illuminated.

The power company has contacted our Resident Engineer with a proposal to adjust the power distribution line which crosses the freeway near Station 161 by placing a pole between the main line and the off ramp about 50 feet from the "gore point". This plan was rejected after consultation by the Resident Engineer with the Division Office and the Utilities Liaison Engineer.

Since the plans for the project were sent to the power company, a change in the access control line has been made to place the irrigation flume across Kane Creek outside the access control line. This also will allow the power company to set a pole outside the access control line without using an excessive span and without making angle points in the line. Revised plan sheets have been sent to the power company. The revised access control line allows the construction of a line which will cost little, if any, additional cost.

Mr. Hammond has been informed on numerous occasions by the Utilities Liaison Engineer that access control on interstate freeways includes interchange ramps and legs. He has also been supplied with copies of the A.A.S.H.O. policy on utility accommodation on the interstate system.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Williams
Mr. Edwards

CHB:jw fn

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 14, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-1 - Kane Creek Interchange

Attached is a copy of a September 13 memorandum from Mr. H. B. Stanley regarding a proposed power line crossing at the above interchange and advising of his telephone conversation with Mr. Hammond of Pacific Power and Light Company.

We should very much appreciate information from your office concerning questions brought up in the last paragraph of Mr. Stanley's memorandum.

Attachment

CONSTRUCTION DIVISION
RECEIVED
SEP 19 1961
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EW.

NOTED
FORREST COOPER

RECEIVED
SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Room 740 Morgan Building
Portland 5, Oregon

Mr. C. G. Polk, Division Engineer
Salem, Oregon

September 13, 1961

08-00.7 H. B. Stanley, Regional Right-of-Way Engineer
Portland, Oregon

Oregon Project I-5-1 - Kane Creek Interchange

Mr. Hammond of Pacific Power and Light Company telephoned me from Medford yesterday and inquired regarding our policy (AASHO policy) on power lines crossing interstate highways. He said they had been told it was desirable to cross at "intersections" but that the Company's proposal for a crossing at the Blackwell Hill-Kane Creek Interchange was found objectionable by the State and crossing at some other point was suggested.

I found a plan of the Kane Creek interchange 19 miles east of Grants Pass, approved by Mr. Emrich on June 23, 1960, which I assume is the one in question. It does not indicate any existing or proposed power line or illumination. It is impossible, of course, to determine from it whether or not it would be feasible to service power poles in the interchange area from the cross road.

Mr. Hammond apparently did not realize, until I explained, that access control must be maintained on ramps as well as on the through lanes of the Interstate highway, and he had thought the servicing of poles presented no problem because they could be reached from the ramps. He indicated that there is existing lighting which, unless moved, will present the same servicing problem as the power line crossing. He pointed out the fact that if the lighting is to be discontinued the Company must be formally requested to stop the service.

If possible I should like to have information as to the proposed power line crossing and the illumination and the State's reasons for suggesting a different location for the crossing. Mr. Hammond implied that crossing elsewhere might be much more costly; does the State have comparative estimates?

RECEIVED
SEP 14 1961
FOR FILING

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5961

September 14, 1961

Oregon State Highway Commission

Gentlemen:

Re: Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

The project for the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County, for which we received bids on Wednesday, September 13, includes the crossing of drainage facilities of the Gold Hill Irrigation District. There will be before you for your consideration at the Commission meeting September 15 an agreement with the Gold Hill Irrigation District covering this crossing of its facilities.

Your approval and authorization for the Secretary to sign the agreement are recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

GSP:ae me

cc G. S. Paxson
Tom Edwards
R. L. Porter
F. D. Morgan
Ted Litchfield

RECEIVED
EP 19 1961
FOR FILING

5961

477 Cottage Street, N.E.
Salem, Oregon

September 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1 - Kane Creek Interchange

Attached is a copy of a September 13 memorandum from Mr. H. B. Stanley regarding a proposed power line crossing at the above interchange and advising of his telephone conversation with Mr. Hammond of Pacific Power and Light Company.

We should very much appreciate information from your office concerning questions brought up in the last paragraph of Mr. Stanley's memorandum.

Attachment

Edw.

NOTED
FORREST COOPER

[illegible] Building
Portland 5, Oregon

Mr. [illegible], Division Engineer
Salem, Oregon

September 15, 1961

[illegible]
E. R. Stanley, Regional Right-of-Way Engineer
Portland, Oregon

Oregon Project I-5-1 - Kane Creek Interchange

Mr. Hammond of Pacific Power and Light Company telephoned me from Medford yesterday and inquired regarding our policy (AASHO policy) on power lines crossing interstate highways. He said they had been told it was desirable to cross at "intersections" but that the Company's proposal for a crossing at the Blackwell Hill-Kane Creek Interchange was found objectionable by the State and crossing at some other point was suggested.

I found a plan of the Kane Creek interchange 19 miles east of Grants Pass, approved by Mr. [illegible] on June 23, 1960, which I assume is the one in question. It does not indicate any existing or proposed power line or illumination. It is impossible, of course, to determine from it whether or not it would be feasible to service power poles in the interchange area from the cross road.

Mr. Hammond apparently did not realize, until I explained, that access control must be maintained on ramps as well as on the through lanes of the Interstate highway, and he had thought the servicing of poles presented no problem because they could be reached from the ramps. He indicated that there is existing lighting which, unless moved, will present the same servicing problem as the power line crossing. He pointed out the fact that if the lighting is to be discontinued the Company must be formally requested to stop the service.

If possible I should like to have information as to the proposed power line crossing and the illumination and the State's reasons for suggesting a different location for the crossing. Mr. Hammond implied that crossing elsewhere might be much more costly; does the State have comparative estimates?

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SEP 5 1961
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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Your Reference: 08-35.3

Dear Sir:

Reference is made to project I-5-1(33)36, Item No. 209, which was approved for construction on June 16, 1961. We request that the description of work be modified to include the resurfacing on the existing two lanes between Rock Point and Blackwell Hill. The additional lift of asphaltic concrete on the existing two lanes between Rock Point and Blackwell Hill is necessary for the construction of a safe highway to prevent the throw resulting when a passing car crosses the center ridge. It is also necessary for the purpose of eliminating minor surface distortions resulting from differential settlement of the supporting roadbed over the years.

Reference is made to your letter of July 6, 1960, in which this type of work was approved for the Interstate study.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

cc Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
AUG 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1961
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

August 22, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(33)36

We have approved, as of this date, the P. S. and E. documents for the grading, paving and signing of the Rock Point-Seven Oaks Section, Pacific Highway, Jackson County.

This is to authorize your advertising for bids. This authorization is given subject to the condition that any errors found will be corrected on completion of our review.

Concurrence in award will be withheld pending the submission of a satisfactory agreement with the Gold Hill Irrigation District.

Porter

NOTED
FORREST COOPER

Mr. Cooper

RECEIVED
AUG 22 1961
FOR FILING

COMMISSIONERS
[illegible] K. [illegible]IVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1 [illegible]

5 [illegible]

August 21, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Proposed Bid Opening
September 13, 1961

Dear Sir:

All rights of way or rights of entry have been obtained for the Rock Point-Seven Oaks Grading, Paving, and Signing Project.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

DHS:ag

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
AUG 21 1961
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
FORM E-30X 50M 2-60
JUL 21 1961

FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1961

To: MEMO TO THE FILES

SUBJECT: Service Pole Adjustment
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

During the field check of the subject section, it has come to light that there is a privately owned service pole located within the access control line on the southerly side of the existing highway near Station 335 (Hidden Valley Ranch). This power line serves a pump on the south side of the highway and was in place prior to the construction of the existing alignment in this area.

Therefore, it is the State's obligation to relocate this pole outside the access control line. I recommend that $150 be set up in the project authorization for this purpose.

Tom Edwards
Construction Engineer

By
TW Litchfield
T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

cc Forrest Cooper ✓
R. L. Porter
F. D. Morgan
W. T. Wright

NOTED
FORREST COOPER

RECEIVED
[illegible]

RECEIVED
JUL 6 1961
FOR FILING

UNITED ST ES GOVERNMENT

# *Memorandum*

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: July 5, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

CCPolk

FROM : C. C. Polk, Division Engineer
08-35.1 Salem, Oregon

SUBJECT: Oregon Project I-5-1(33)36, Rock Point-Seven Oaks Section of the Pacific Highway

P. S. and E. documents have been submitted for the above project providing for its inclusion in the proposed bid opening of July 27, 1961. According to a June 30 letter signed by Mr. Walter Wright, only five parcels out of the 18 parcels required for this project have been acquired and the filing of condemnation proceedings cannot be completed before August 15.

We do not feel that the status of right-of-way acquisition will permit us to authorize advertising for bids at this time. Paragraph 7 of PPM 21-12 is quite specific in setting forth the conditions under which we can authorize projects. Under 7c some leeway is provided whereby advertising may precede completion of acquisition of a few parcels. It is not intended that this procedure be generally followed and is to be used only when it is clearly within the public interest to do so.

We have authorized several projects recently where the status of acquisition was rather doubtful. In none of those instances, however, was progress as poor as on this one.

Porter

RECEIVED
JUL 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 30, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Rock Point-Seven Oaks Section

Dear Sir:

Eighteen parcels are required of which five are closed. Most of the outstanding files are in this headquarters in various stages of processing for condemnation suits. It is anticipated that all files other than two for a rest area will be under condemnation prior to the date of bid opening. We anticipate filing to cover the rest area no later than August 15, 1961.

The outstanding files are as follows:

| | | | |
|---|---|---|---|
| No. | 32530 | Byrns | $ 300 |
| | 32531 | Norton | 25 |
| | 32532 | Gmmouski | 2,000 |
| | 32533 | Chaffee | 1,110 |
| | 32534 | Morris | 3,500 |
| | 32535 | Dyer | 160 |
| | 32820 | Klein | 950 |
| | 33312 | Sunny-Cal Ranch | 110 |
| | 33322 | Sunny-Cal Ranch | 75 |
| | 33329 | Southern Pacific Company<br>(Easement) | |
| | 33486 | Daley (Borrow Area) | 1,600 |
| * | 33608 | Thompson (Rest Area) | |
| * | 33609 | Valliquette (Rest Area) | |
| | | | $ 9,830 |

Files 33608 and 33609 were submitted late, and the review of appraisals is not yet complete. We shall attempt negotiation over a two-week period and, if unsuccessful, shall commence procedures in condemnation by mid-July aimed toward an August 15 filing deadline. Condemnation procedures will be started earlier should we meet a flat rejection from either owner.

Trial results favorable to the land owner and recriminations over past negotiations have stalled this current project. I do not believe that additional time would be helpful to us. We have not acted in such haste as to infringe on the rights of any of the owners.

Access has been taken through this area under previous construction.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
STATE [illegible]

RECEIVED
JUN 22 1961
FOR FILE

I-5-1([illegible])

[illegible]

477 Cottage St. N.E.
Salem, Oregon

June 20, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

Oregon Program - 1956 Act Federal-aid Interstate Funds

The addition of a single project to the subject program, as submitted with Mr. Porter's June 6, 1961 letter, was approved by our Regional office effective June 16, 1961.

This approval covers one Stage 2 project involving the construction phase only for 7.18 miles of roadway at a total estimated cost of $1,200,000 with Interstate funds reserved in the amount of $1,080,000. The unprogramed balance of these funds is $7,049,120 according to our records of this date.

This action is with the understanding that all work will be in full conformance with the provisions of PPM 20-4.

You may proceed with all preparatory work for utility relocations, in accordance with paragraph 3b(3) of IM 30-3-61, effective June 20, 1961, for the programed project listed as follows:

| Item No. | Project No. | Location | Proposed Work |
|---|---|---|---|
| 209 | I-5-1(33)36 | Rock Point-Seven Oaks | Grade, Pave |

Though your PR-1 Form did not so indicate, we understand that you intend to resurface the existing two lanes and provide ramps to the Blackwell Creek safety rest area under the same contract. If you desire participation in such work, you should request modification of the character of the proposed work, by letter, which will be handled as a program change concurrently with P.S.&E. approval. Your letter also should provide justification for the resurfacing, indicating the seriousness of the deficiency by providing maintenance costs or other supporting information.

Porter

RECEIVED
JUN 12 1961
FOR FILING

June 9, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re Southern Pacific Overcrossing
Rock Point-Seven Oaks Section
Pacific Highway in Jackson
County

Dear Sir:

Enclosed herewith is a print, from our print No. 13675, showing the easement area we are requesting for the construction of the second two-lane viaduct across your tracks near Seven Oaks in Jackson County. I also attach a copy of the description covering the area.

This map and description may be of some value to you in preparing the agreement for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:er

Enclosure

cc Mr. Walter T. Wright

FORM E-30 50M 2-60 28119

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1961

SUBJECT: R/W File 33329 - Southern Pacific R. R. Co.
Rock Point-Seven Oaks Section
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are three copies of description, dated April 27, 1961 concerning an easement required from the Southern Pacific Railroad Company, on the subject section.

It is our understanding that the bridge vicinity map will show the easement area.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach

FOS:cw

cc: Mr. W. T. Wright
Mr. I. D. Merchant

Two prints of [illegible] [illegible]
#16375 showing easement area
[illegible] in yellow [illegible] [illegible]
[illegible]-61 [illegible]

RECEIVED
MAY 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

Southern Pacific Railroad

Rock Point-Seven Oaks Section

Jackson County

File No. 33329
JS 4-27-61
7B-22-9 8B-8-23

Pacific Highway

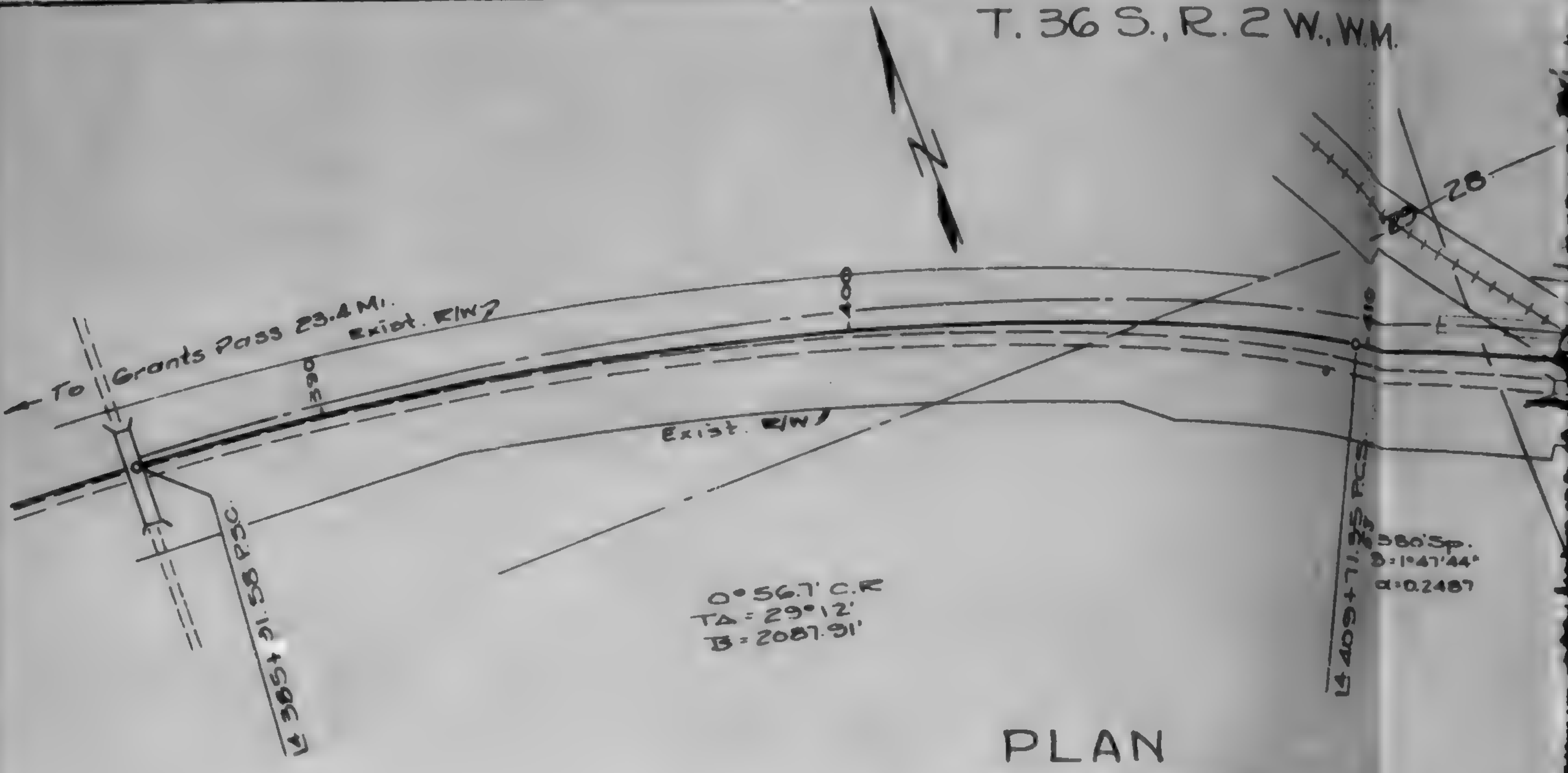
## Easement for R. R. Crossing

A parcel of land lying in the NE¼SE¼ of Section 29 and in the NW¼SW¼ of Section 28, Township 36 South, Range 2 West, W.M., Jackson County, Oregon, the said parcel being described as follows:

Commencing at the intersection of the original located center line of the main track of the Southern Pacific Company with the South line of said Section 28 that is distant Easterly, 1785.2 feet, measured along said South line from the Southwest corner thereof; thence North 35° 13' West, along said original located center line of the main track, 2652.9 feet to a point of intersection with the State Highway surveyed center line at Engineer Station 415+67.5, being also at Railroad Engineer Station 1541+02.0; thence continuing North 35° 13' West, along said original center line of main track, 220.02 feet, to a point that is distant 100 feet, Northeasterly, measured at right angles from said surveyed center line of State Highway and the actual point of beginning of the parcel of land to be described; thence South 62° 15' East, parallel with and distant 100 feet, Northeasterly, measured at right angles from said State Highway surveyed center line, 220.02 feet to a point in the Northeasterly line of the land (200 feet wide) of the Southern Pacific Company; thence North 35° 13' West, along said Northeasterly line of said land, 189.22 feet to a point that is 186 feet Northeasterly, measured at right angles from said State Highway surveyed center line; thence North 62° 15' West, parallel with and distant 186 feet Northeasterly, measured at right angles from said State Highway surveyed center line 440.04 feet to a point in the Southwesterly line of said land; thence South 35° 13' East along the Southwesterly line of said land 189.22 feet to a point that is 100 feet Northeasterly, measured at right angles from said State Highway surveyed center line; thence South 62° 15' East, parallel with and distant 100 feet, Northeasterly, measured at right angles from said State Highway surveyed center line, 220.02 feet to the point of beginning and containing an area of 37,843 square feet.

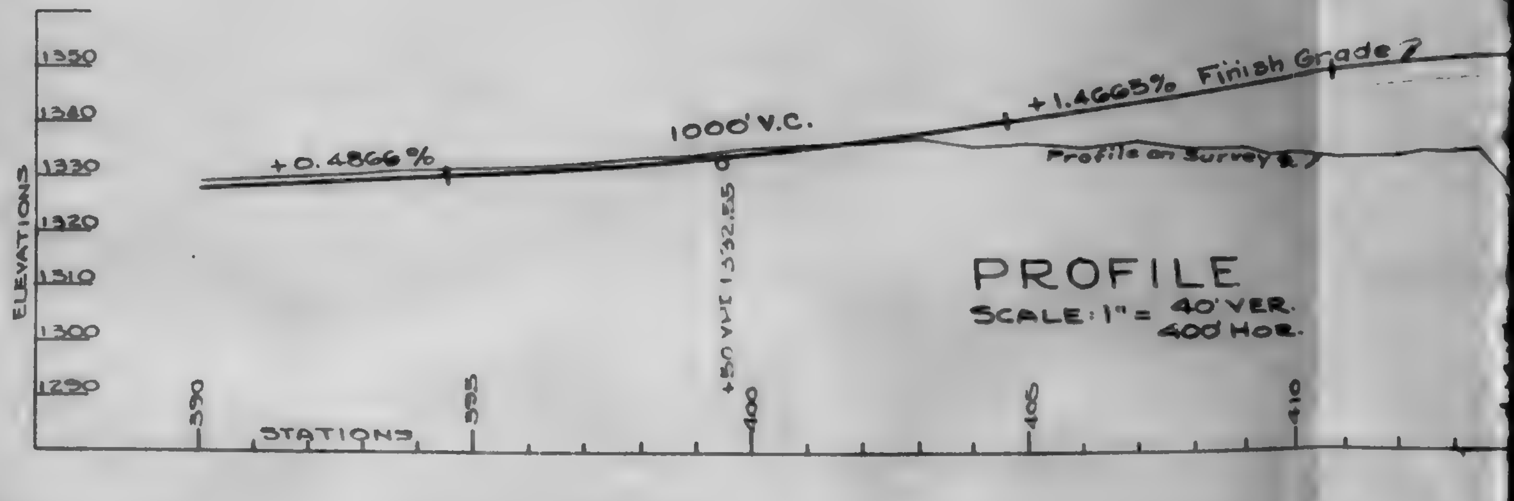
lw/

T. 36 S., R. 2 W., W.M.



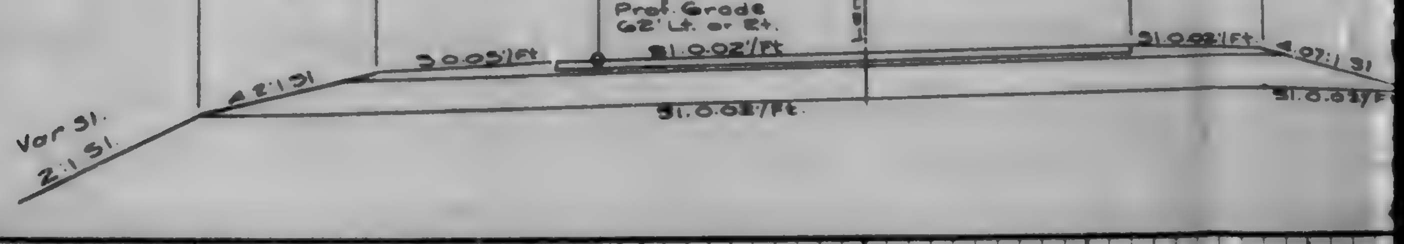
← To Grants Pass 23.4 Mi.
Exist. R/W
Exist. R/W
390
400
410
28
℄ 385+91.58 P.S.C.
℄ 409+71.75 P.C.S.
380' Sp.
δ = 1°47'44"
a = 0.2487
0°56.7' C.R
TΔ = 29°12'
B = 2087.91'

PLAN
SCALE: 1" = 400'



PROFILE
SCALE: 1" = 40' VER.
400' HOR.

NOTE: New Construction Lt. of Survey ℄



80'
8'
10'
12'
12'
6
7
℄
Prof. Grade
62' Lt. or Rt.
S 0.05'/Ft.
S1. 0.02'/Ft.
S1. 0.02'/Ft.
4.07:1 S1.
S1. 0.02'/Ft.
S1. 0.02'/Ft.
4 2:1 S1.
Var S1.
2:1 S1.

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

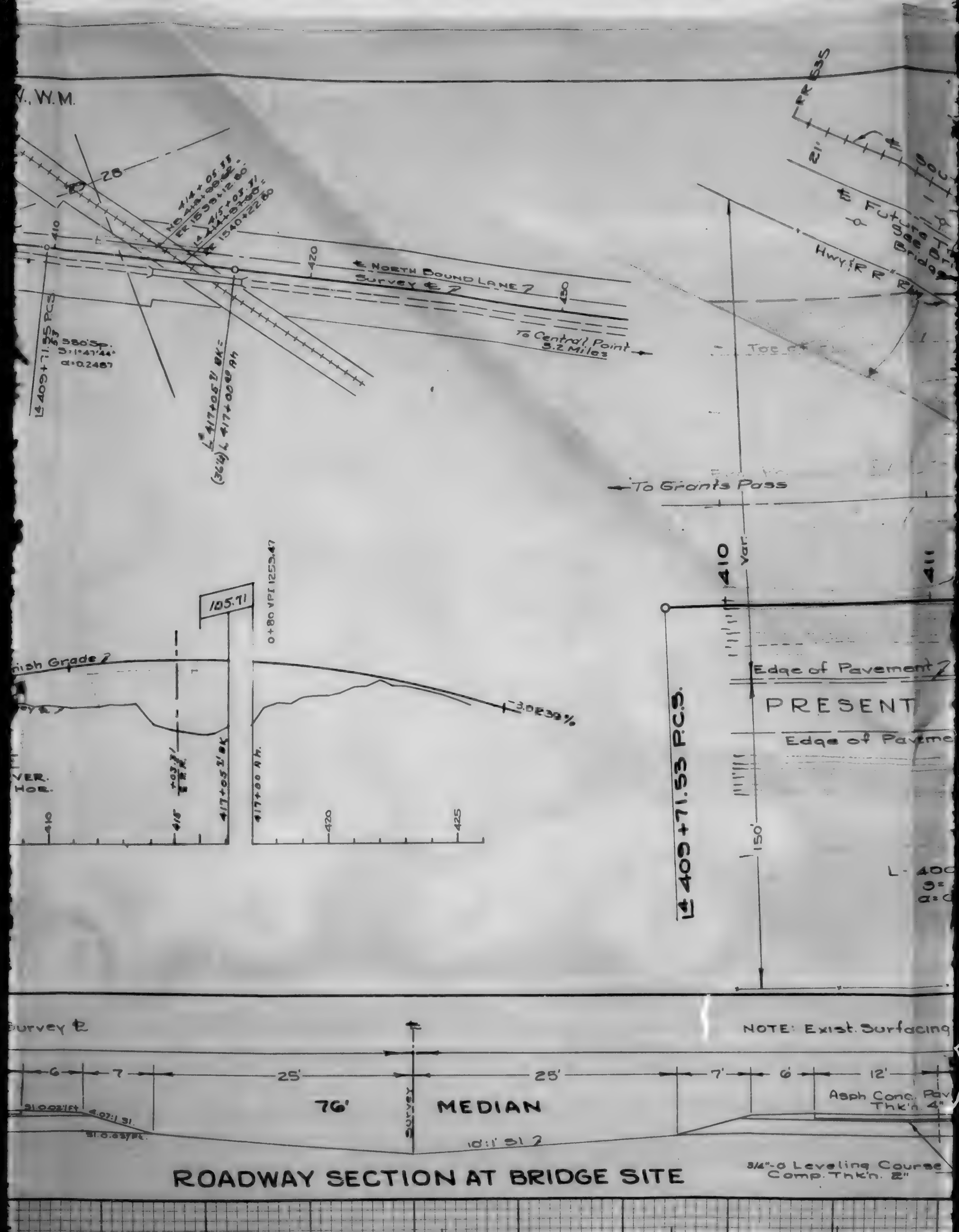
TEMPLATE

AREAS

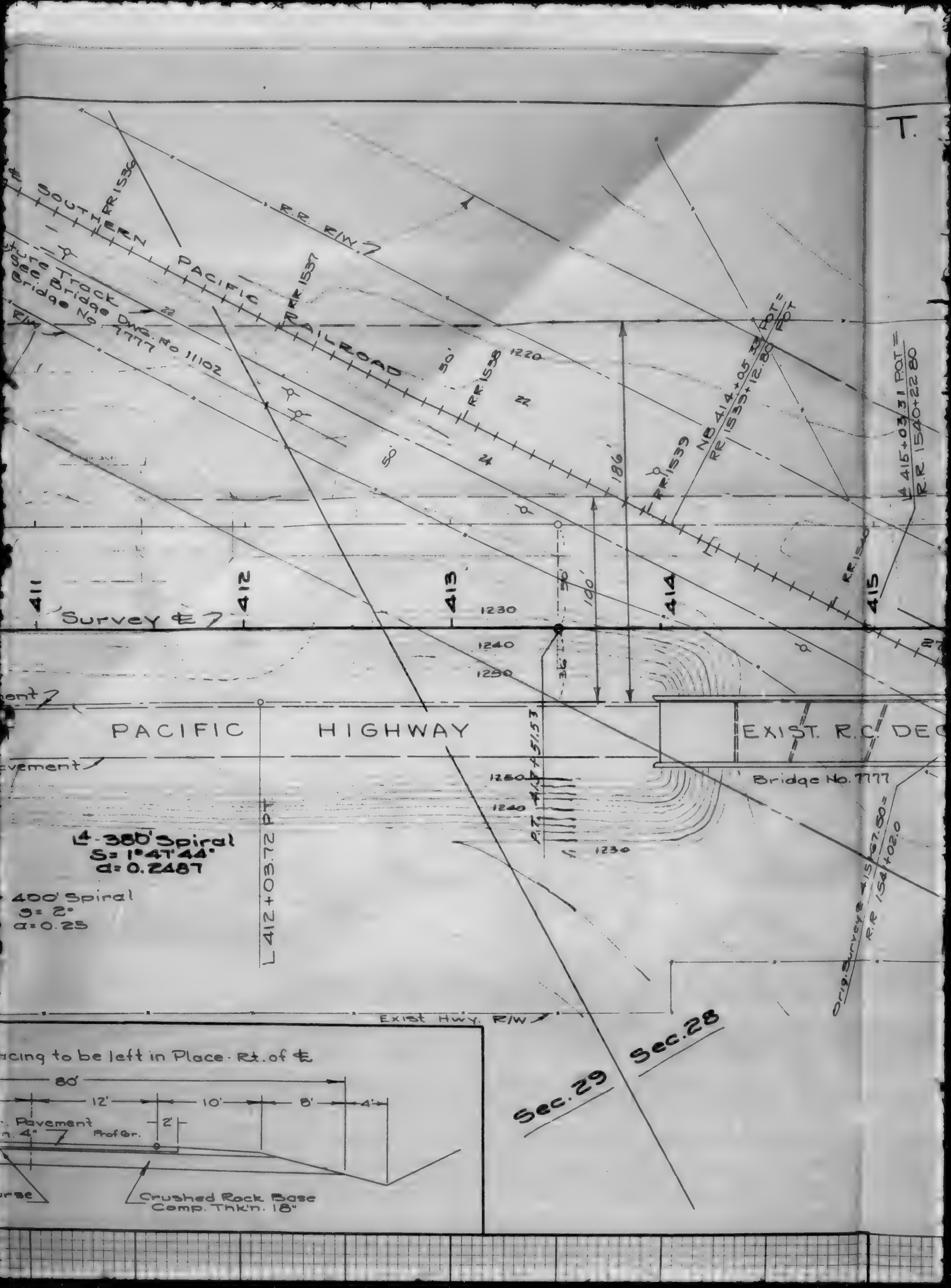
AREAS CHECKED

BY

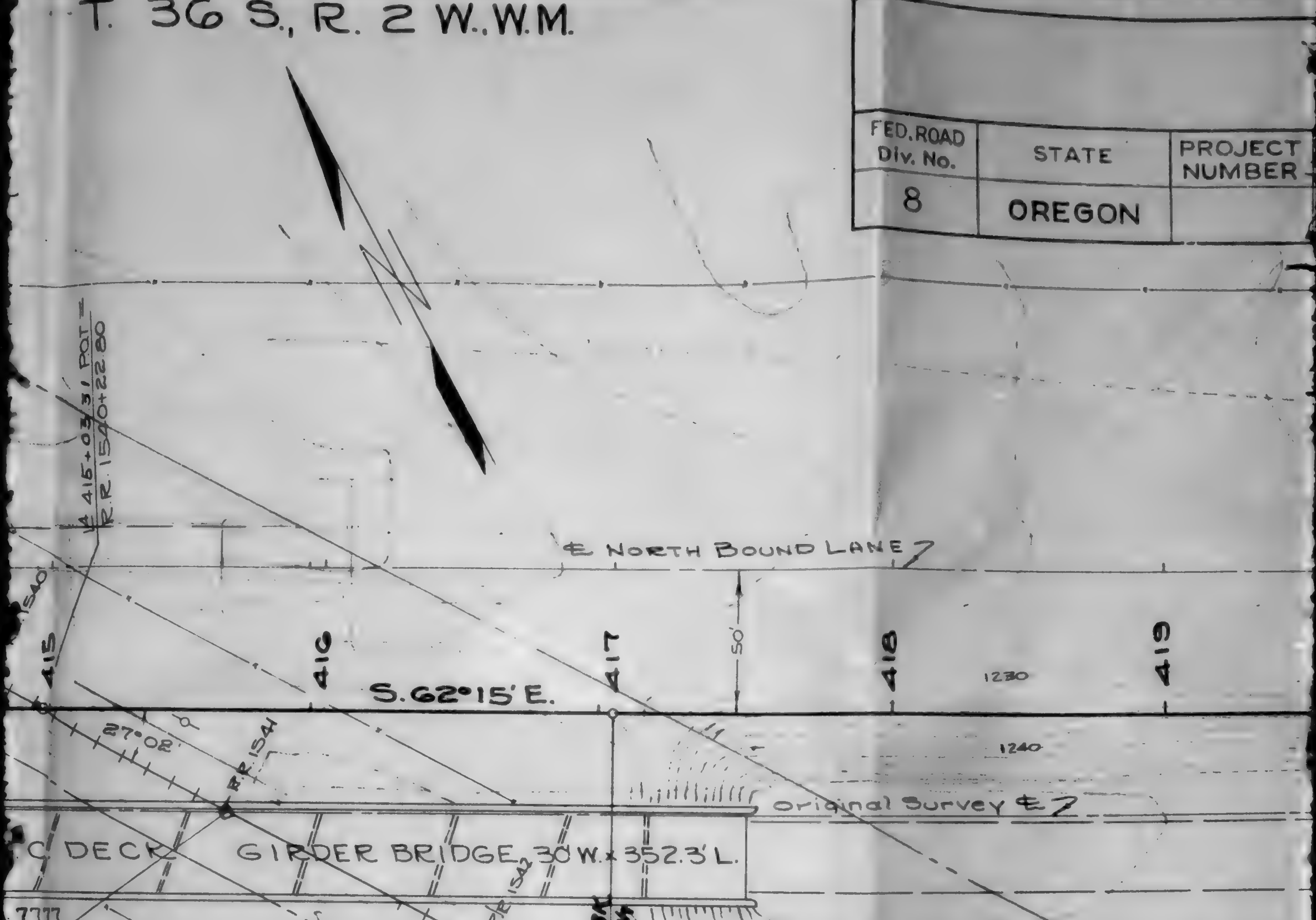
DATE


W.M.
28
410
420
430
℄ North Bound Lane
Survey ℄
To Central Point 3.2 Miles
℄ 409+71.53 P.C.S.
380' Sp.
S=1°47'44"
a=0.2487
No. 414+05.55
ER 1539+12.80
℄ 415+03.71
ER 1540+22.80
℄ 417+05.71 BK
(36.1±) ℄ 417+00.00 Ah
To Grants Pass
ER 535
21'
℄ Future
See Bridge
Hwy. R.R.
Toe
410
Var.
411
℄ 409+71.53 P.C.S.
Edge of Pavement
PRESENT
Edge of Paveme
150'
L-400
105.71
0+80 VPI 1253.47
Finish Grade
Survey ℄
-3.0239%
VER.
HOR.
+03.71 E.R.R.
417+05.71 BK
417+00 Ah.
410
415
420
425
Survey ℄
NOTE: Exist. Surfacing
6
7
25'
25'
7'
6
12'
76'
MEDIAN
Survey
Asph. Conc. Pav't Thk'n. 4"
Sl. 0.02'/Ft.
4.0?:1 Sl.
Sl. 0.02'/Ft.
10:1 Sl.
3/4"-0 Leveling Course Comp. Thk'n. 2"

ROADWAY SECTION AT BRIDGE SITE


T.
℄ SOUTHERN PACIFIC RAILROAD
R.R. R/W
R.R. 1536
R.R. 1537
R.R. 1538
R.R. 1539
R.R. 1540
Future Track
See Bridge Dwg. No. 11102
Bridge No. 7777
R/W
50'
50'
22
22
24
1220
186
100
50
36'
NB 414+05.33 POT =
RR 1533+12.80 POT
℄ 415+03.31 POT =
R.R. 1540+22.80
411
412
413
414
415
Survey ℄
1230
1240
1250
1260
1240
1230
PACIFIC HIGHWAY
EXIST. R.C. DEC
Bridge No. 7777
ment
vement
℄ 412+03.72 PT
℄ 413+51.57
P.T.
℄ 380' Spiral
S= 1°47'44"
a= 0.2487
400' Spiral
S= 2°
a= 0.25
Orig. Survey ℄ 415+67.80 =
R.R. 1541+02.0
Exist. Hwy. R/W
Sec. 29
Sec. 28
acing to be left in Place · Rt. of ℄
80'
12'
10'
8'
4'
2'
. Pavement
n. 4"
Prof Gr.
urse
Crushed Rock Base
Comp. Thk'n. 18"

| FED. ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 8 | OREGON | |

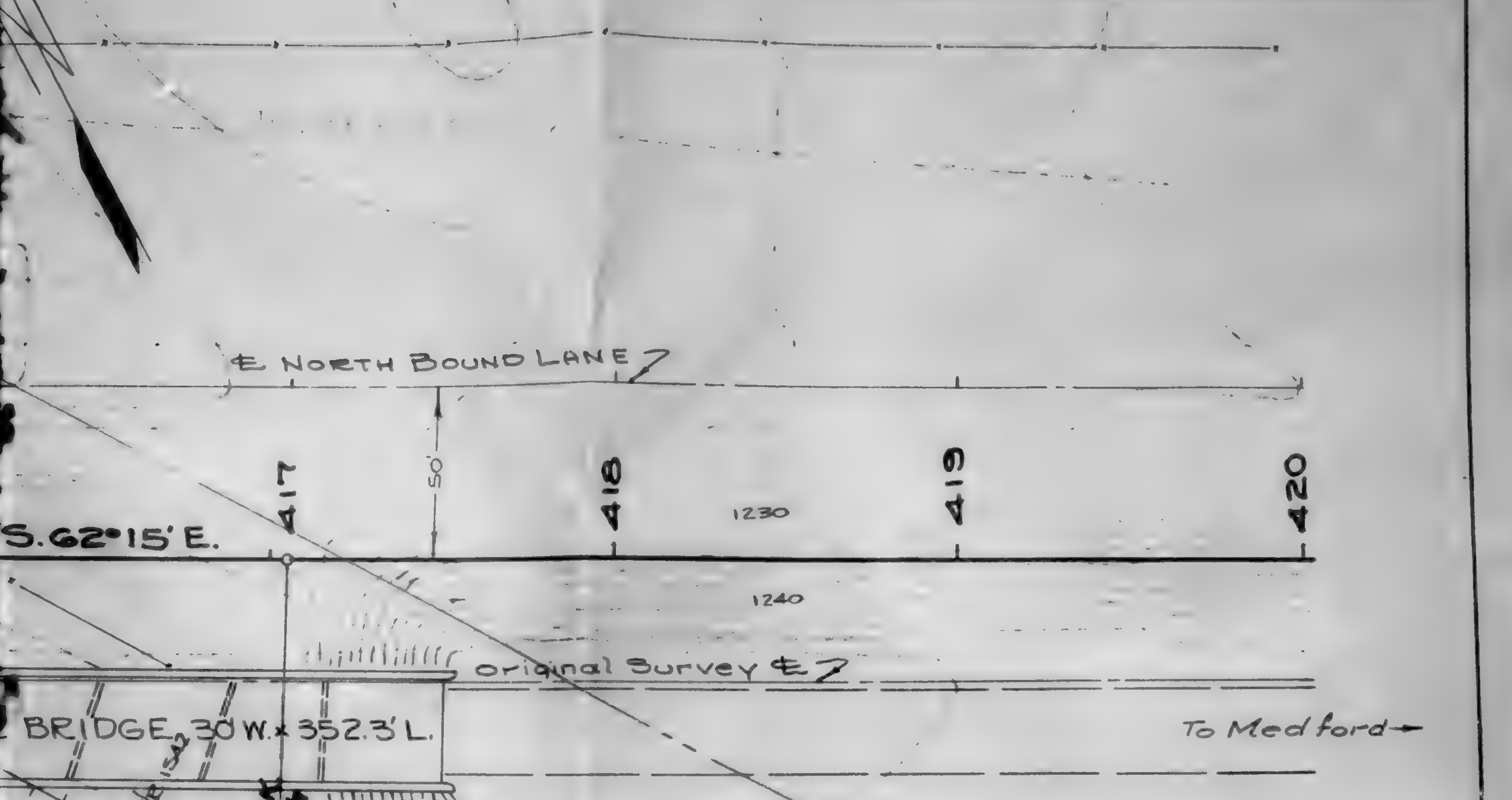

T. 36 S., R. 2 W.W.M.
℄ NORTH BOUND LANE
℄ 415+03.31 POT.= R.R. 1540+22.80
1540
415
416
417
418
419
S. 62°15' E.
50'
1230
1240
1250
27°02'
R.R. 1541
R.R. 1542
R.R. 1543
R.R. 1544
original Survey ℄
C DECK GIRDER BRIDGE, 30'W. × 352.3'L.
7777
Survey ℄ 415+67.60= R.R. 1541+02.0
28
26
24
℄ 417+05.71 POT. BK.
(36'Lt.) ℄ 417+00.00 POT. AH.
100'
S. 35°13'E.

MAP

SCALE: 1"=50'

2 W.,W.M.

|  |  |  |  |  |
|---|---|---|---|---|
|  |  |  |  | SHEET No. |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON |  |  | See Index |


℄ NORTH BOUND LANE
50
417
418
419
420
1230
S.62°15'E.
1240
original Survey ℄
BRIDGE, 30'W. x 352.3'L.
To Medford→
R.R. 1542
1260
1240
1230
R.R. 1543
28
26
26
24
24
21
℄ 417+05.71 POT. BK.
(36'Lt.) ℄ 417+00.00 POT. AH.
100'
R.R. 1544
S. 35°13'E.
100'

MAP

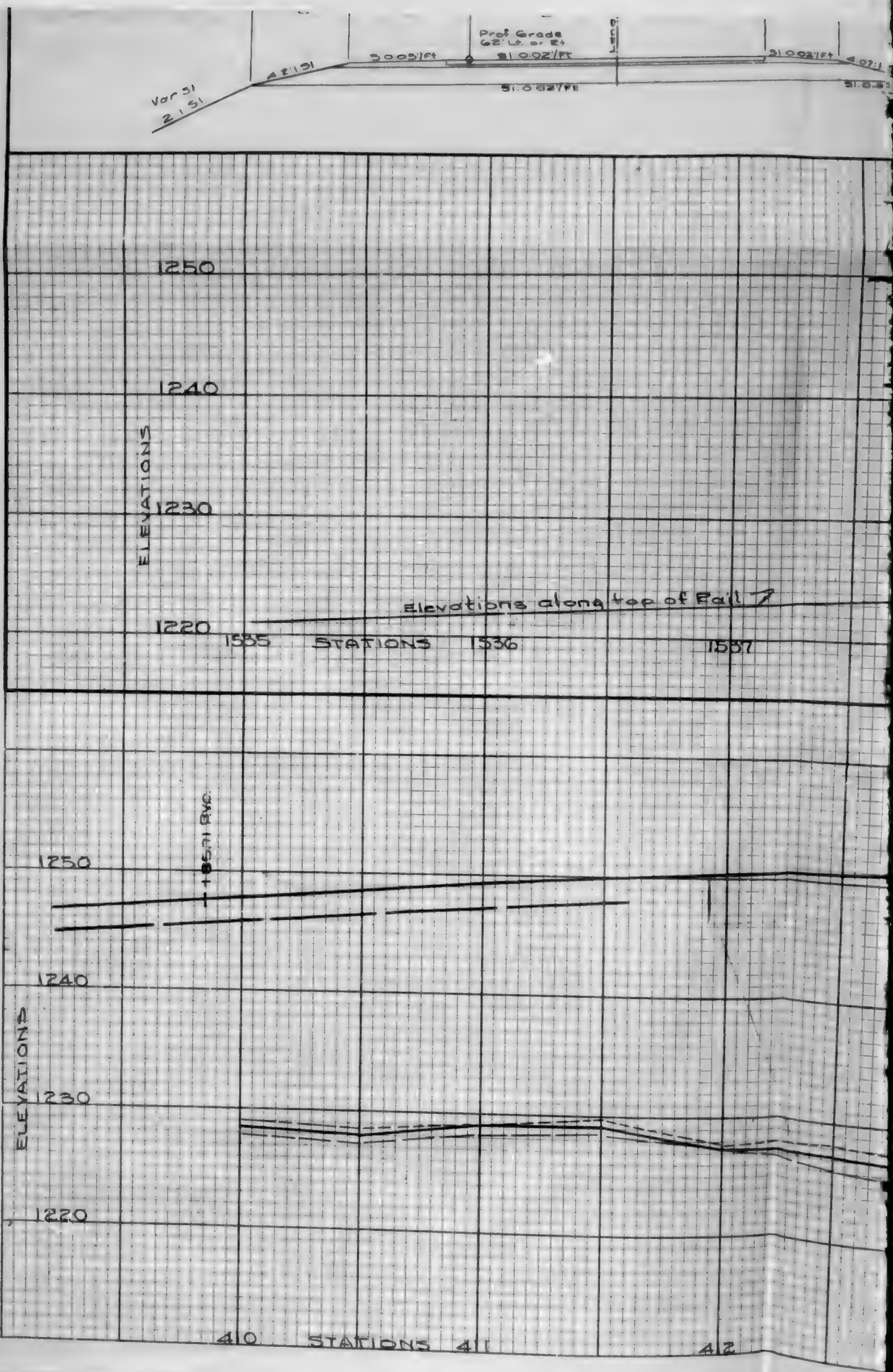
SCALE: 1"=50'

**B.M.**
Elv. 1251.93
Std. Disk - G 543
S.E. Cor. R.R. O-Xing
Rt. Sta. 417+50

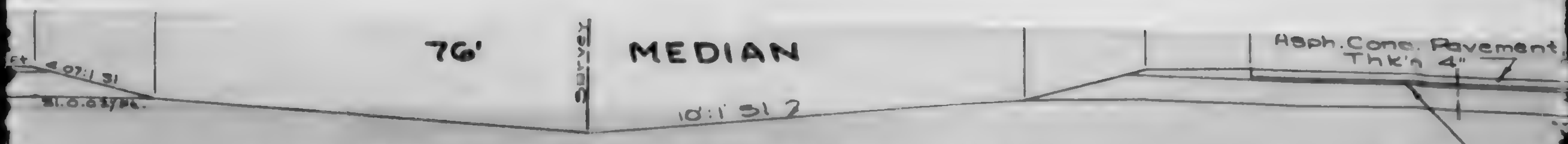
ORIGINAL SURVEY

NOTE BOOK NO.

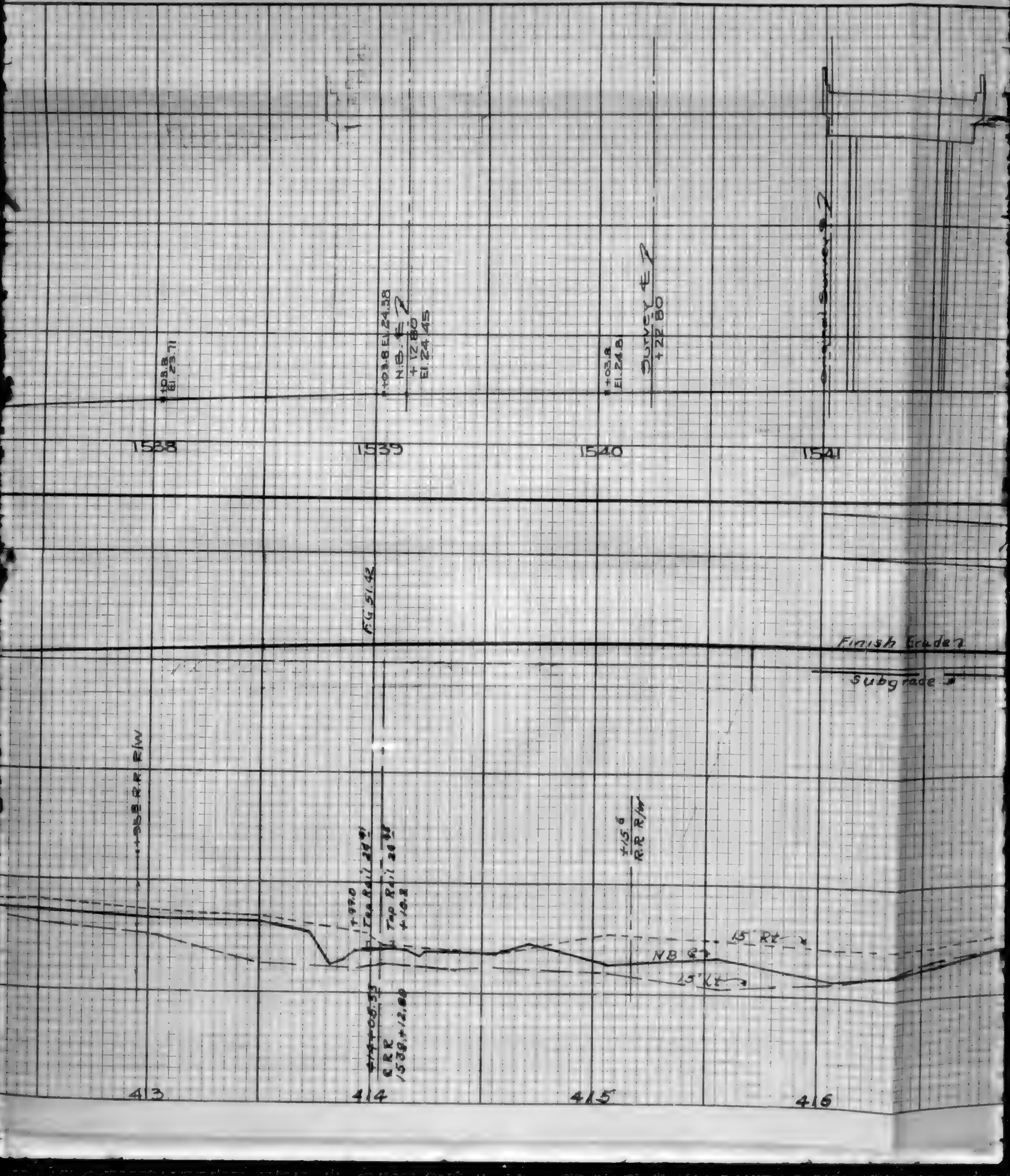
| | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |

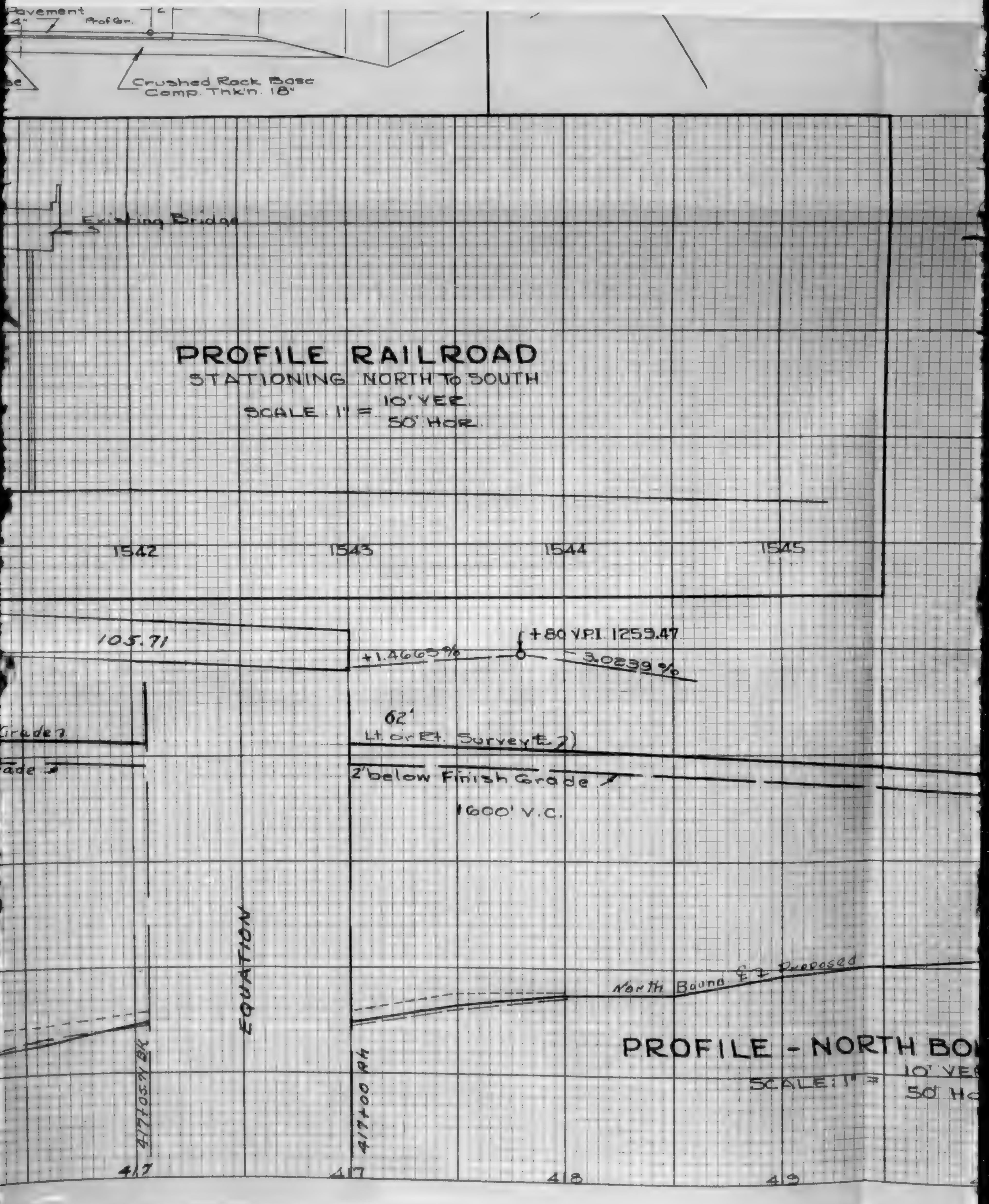


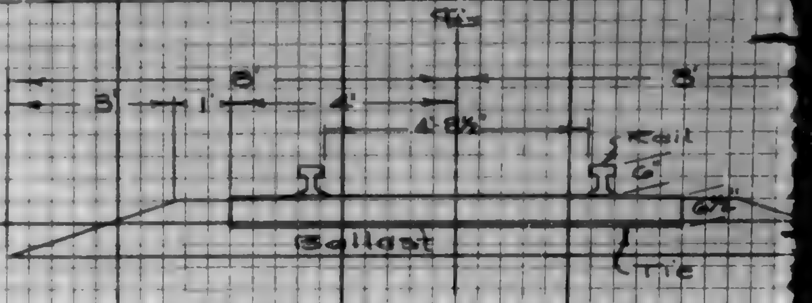
Prof Grade
62' Lt. or Rt
Var Sl
2:1 Sl
4:1 Sl
Sl 0.05'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
ELEVATIONS
1250
1240
1230
1220
Elevations along top of Rail
1535
STATIONS
1536
1537
+85.71 BVC
ELEVATIONS
1250
1240
1230
1220
410
STATIONS
411
412


76'
Survey
MEDIAN
4.07:1 Sl
Sl. 0.03'/Ft.
10:1 Sl
Asph. Conc. Pavement
Thk'n 4"
3/4"-0 Leveling Course
Comp. Thk'n. 2"

ROADWAY SECTION AT BRIDGE SITE

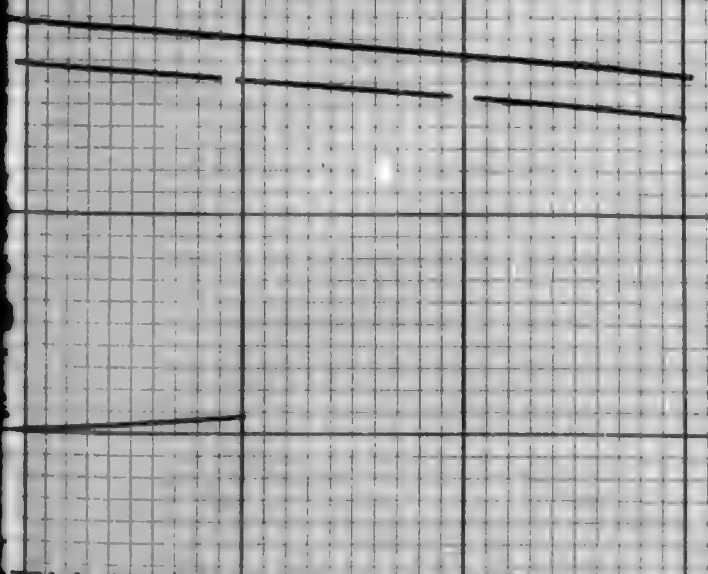

+03.8 El. 23.71
+03.8 El. 24.38
N.B. ℄
+12.80
El. 24.45
+03.8 El. 24.8
Survey ℄
+22.80
Survey ℄
1538
1539
1540
1541
F.G. 51.42
Finish Grade
Subgrade
+95.3 R.R. R/W
+97.0
Top Rail 23.91
Top Rail 24.18
+10.8
+15.6
R.R. R/W
15' Rt
NB ℄
15' Lt
+08.55
℄ R.R.
1539+12.80
413
414
415
416


Pavement
4"
Prof Gr.
℄
se
Crushed Rock Base
Comp. Thk'n. 18"
Existing Bridge
PROFILE RAILROAD
STATIONING NORTH To SOUTH
SCALE: 1" = 10' VER.
50' HOR.
1542
1543
1544
1545
105.71
+80 V.P.I. 1259.47
+1.4665%
-3.0239%
62'
Lt. or Rt. Survey ℄ 2)
Grade
ade
2' below Finish Grade
1600' V.C.
EQUATION
417+05.71 BK
417+00 AH
North Bound ℄ 2 Proposed
PROFILE - NORTH BO
SCALE: 1" = 10' VE
50' Ho
417
417
418
419



5'
8'
1'
4'
8'
4'8½"
Rail
6"
6½"
Ballast
Tie

TYPICAL RAILROAD SECTIC
AT BRIDGE SITE



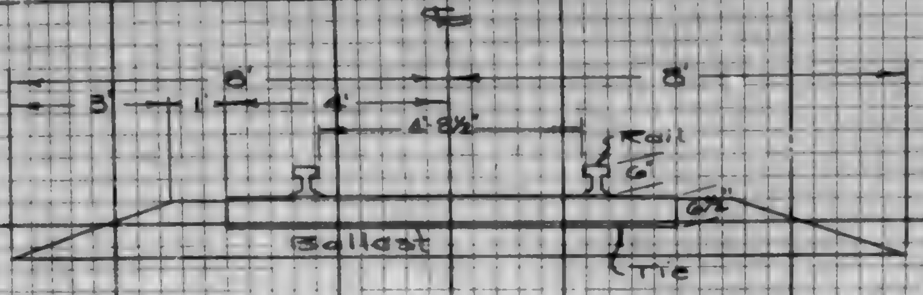
TH BOUND LANE
10' VER.
50' HOR.

420

OREGON STATE HIGHWAY D
PACIFIC HIGHWAY JACKS
ROCK POINT – SEVEN OA
VICINITY MAP & PR
RAILROAD OVER-CR
STATION 415
W. B. MERRILL, LOC. ENGR.

Br# 7777A

**B.M.**
Elv. 1251.95
Std. Disk - G 549
S.E. Cor. R.R. O-xing
Rt. Sta. 417+50



TYPICAL RAILROAD SECTION
AT BRIDGE SITE

OREGON STATE HIGHWAY DEPARTMENT
PACIFIC HIGHWAY JACKSON COUNTY
ROCK POINT ~ SEVEN OAKS SECTION

## VICINITY MAP & PROFILE
## RAILROAD OVER-CROSSING

**STATION 415**

W. B. MERRILL, LOC. ENGR. SEPTEMBER 1960

Br# 7777A Dwg# 16375

RECEIVED
JUN 6 1961
FOR FILING

FORM E-86X [illegible] 2-60 26119

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1961

SUBJECT: Rock Point-Seven Oaks Section
Irrigation Ditch Crossing

To:

MEMO TO THE FILES

On May 29, Mr. Ivan Peoples of the Gold Hill Irrigation District, Gold Hill, and I met in his office and discussed the problems arising with the irrigation ditch in connection with the construction of the subject section.

The only points of conflict are in the Kane Creek Interchange at the locations where the irrigation ditch crosses the "D" Line and the "UR" Line. Mr. Peoples pointed out that the Irrigation District is entitled to 16¼ cfs, but is not at present using this capacity. I have checked with our design department and the existing culverts under the highway and the "FN" Line will carry 60 cfs. Our plans show 6 x 3 RCBCs to be installed under the "D" Line and "UR" Line, which will carry 70 cfs. Therefore, our design appears to be ample for this ditch.

Mr. Peoples was also concerned about the retaining wall adjacent to the frontage road on the south side of Stations 138 to 140. This wall supports the irrigation ditch in that area, and it is quite important that this not be disturbed during construction. Our plans show no anticipated conflict with this wall, and I can see no reason for our construction to interfere at this point. However, our special provisions should state that any damage to this wall and/or the irrigation ditch shall be the responsibility of the contractor.

Tom Edwards
Construction Engineer

By T.W. Litchfield

T. W. Litchfield
Utilities Lisison Engineer

TWL:fp

cc Forrest Cooper ✓
R. L. Porter
Frank Hall
F. D. Morgan

RECEIVED
[illegible]

RECEIVED
MAY 22 1961

FORM E-30X 30M 2-60 26119

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1961

SUBJECT: Rock Point-Seven Oaks
Grading and Paving Project
Pacific Highway

To:

MEMO TO THE FILES

NOTED
W. C. WILLIAMS

This date, Messrs. Merchant, Roake, Barbee, Hall and Young reviewed the plans on the subject-named job in an attempt to make the job ready for a July 27th bid opening.

It was thought best that the two major structures occurring on the job, which involves widening the existing structure at Station 275 and building a companion structure, could not be designed in time for this bid letting. Also, the S.P. overcrossing structure near Seven Oaks could not be designed in time. However, it was thought that a contract could be let on these structures in October provided railroad agreements were forthcoming by that date. Even though they were as late as December, Mr. Merchant was sure that these bridges could be completed during the winter months and be ready for the paving operation by spring.

On the S.P. overcrossing structure, it was decided to hold the earthwork far enough from the structure so as not to encroach on the railroad right of way. The necessary embankments at the ends of the structure would be made a part of the structural contract.

WCW

All other minor structures occurring throughout the project can all be made a part of the grading contract and a special emphasis was to be put on the design of the RCDG structure at Station 83 which requires fish baffles in the new structure as well as an extension.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Asst. Construction Engineer

LHY:fp:jw

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Frank Hall
Ivan Merchant
R. L. Porter

RECEIVED

RECEIVED
MAY 16 1961
FOR FILING

AGENDA
APR 14 196
MISC. CONTRACTS and AGREEMENTS No. 2373

5 h
5 h

Salem, Oregon
April 6, 1961

~~Supplemental~~ Throughway Agreement
Kane Creek Interchange
Pacific Highway
Jackson County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a supplemental throughway agreement with Jackson County covering the Kane Creek Interchange Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

ru
Attach: 1

Confirmation

M

RECEIVED
APR 6 1961
FOR FILING

[redacted]

April 6, 1961

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County a fully executed copy of a Supplemental Throughway Agreement between the State Highway Commission and Jackson County covering the Kane Creek Interchange Section of the Pacific Highway in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30X 50M 7-59 22128

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/31/61

SUBJECT: ~~Supplemental~~ Throughway Agreement
Kane Creek Interchange
Pacific Highway
Jackson County

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project is on the Interstate System and the Commission has adopted a policy that they will approve projects on this system at the time the plans have been completed and the project is ready to be contracted.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

Not previously approved by the Commission. If you wish to sign it I will place it on the April 14 agenda for confirmation & to complete the record.

Floyd Query

RECEIVED
MAY 3 1961
FORM E-30 90M 7-60 20315

FOR FILING

I-5-1(

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1961

**SUBJECT:** Throughway Agreement (Revised)
Rock Point-Seven Oaks Section
(Kane Creek Interchange)
Pacific Highway No. 1
Jackson County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above agreement, revised in response to the oral request of John Graham of February 21, 1961. It is understood County and City Relations will furnish the map exhibits.

Additional copies of the agreement are available in this office.

Jack L. Sollis bjk
JACK L. SOLLIS
Staff Attorney

JLS:bjk
Attachments

Noted
L. I. Lindas

NOTED

RECEIVED
FEB 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1961
FOR FILING

I-5-1(

3-961

Salem, Oregon
February 20, 1961

Mr. Walter T. Wright
Right of Way Engineer
OFFICE

The Bureau of Public Roads has authorized right-of-way acquisition on the Rock Point-Seven Oaks Section, Project No. I-5-1(28)36, as of February 16, 1961.

The Bureau's letter of authorization states "Our authorization to proceed with right-of-way acquisition on the Rock Point-Seven Oaks Section is with the understanding that prior to the PS & E submission, full justification and documentation will be developed for all frontage roads or structures constructed for the benefit of private property owners".

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
MAR 3 1961
FOR FILING
I-5-1([illegible])
[illegible]

Agenda
4g-4

February 3, 1961

Jackson County Court
County Court House
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 27, 1961, adopted a survey concerning improvement of the Rock Point-Seven Oaks Section of the Pacific Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 227).

You will recall that a public hearing on the project, known then as Galls Creek-Seven Oaks Interchange, was held in Medford on December 20, 1960, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.
mb

cc: Victor Wolfe

RECEIVED
JAN 26 1961
FOR FILING

January 25, 1961

Oregon State Highway Commission

Gentlemen:

Our survey to add two additional lanes to the previously constructed freeway from Rock Point to Seven Oaks on the Pacific Highway has been completed. This completes all surveys from Jump Off Joe Creek at Mile Point 252 to Neil Creek at Mile Point 329.

This is a part of the interstate system and interstate standards make necessary the revision of the interchange at Kane Creek and the acquisition of some minor parcels of right of way. This necessitated a public hearing, which was held on December 20, 1960, and a transcript of the hearing was furnished to you. There were no objections. This specific section is 7.57 miles in length. It will be financed with interstate funds. I am attaching a map for your information.

I recommend your approval of this survey and authority to purchase the necessary right of way.

This matter will be on the agenda at the January 27 meeting.

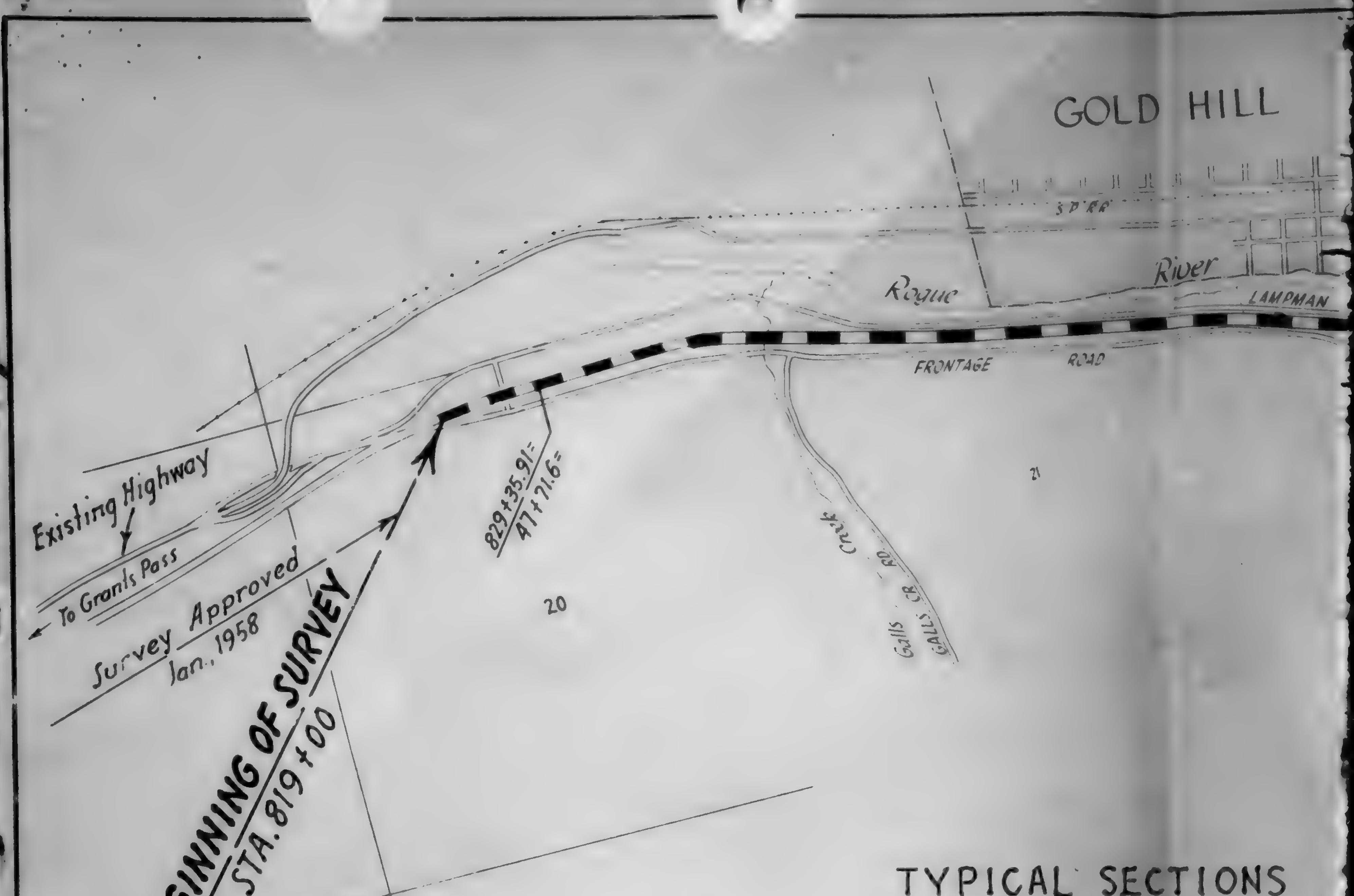
Very truly yours,

W. C. Williams
State Highway Engineer

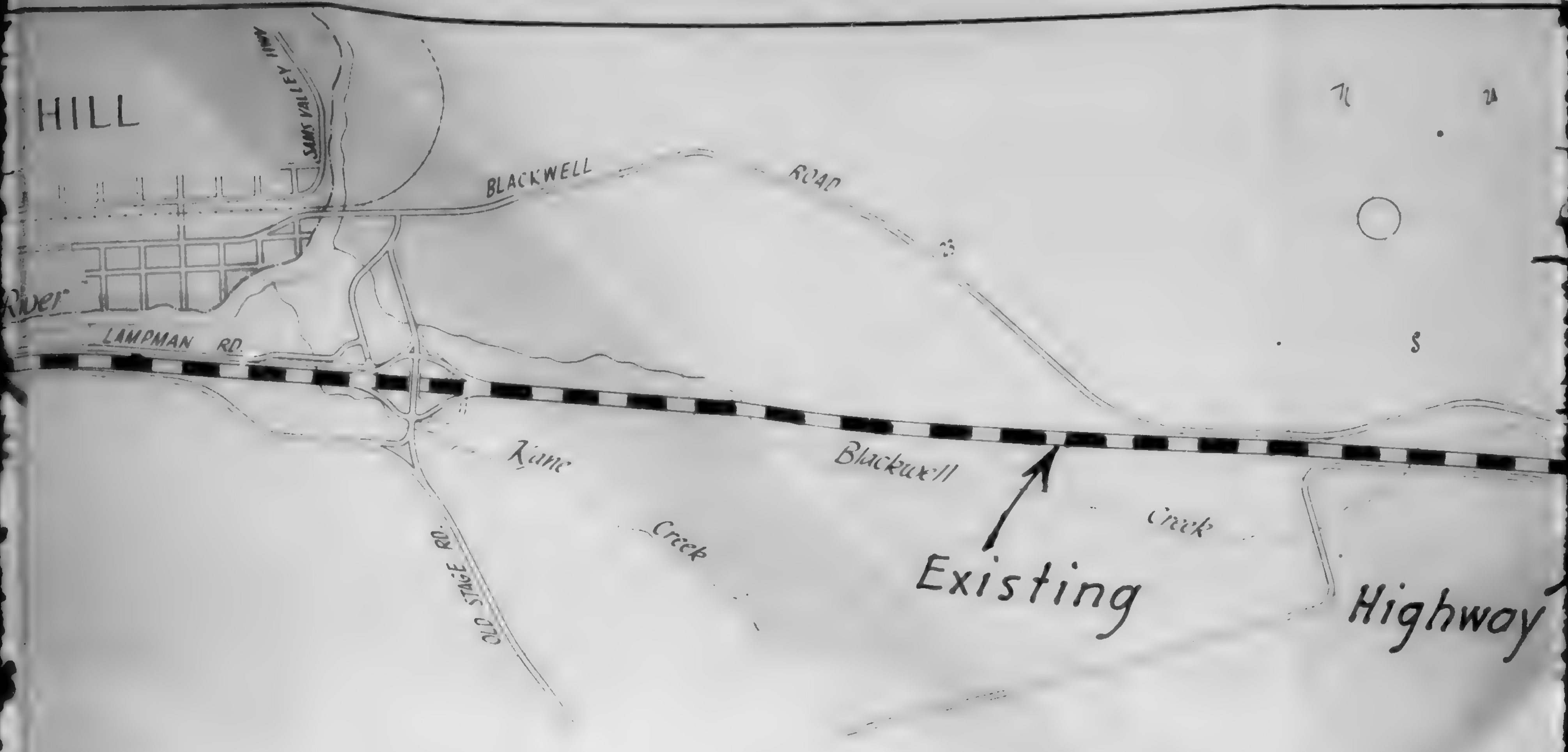
TE:jw me

Enclosure

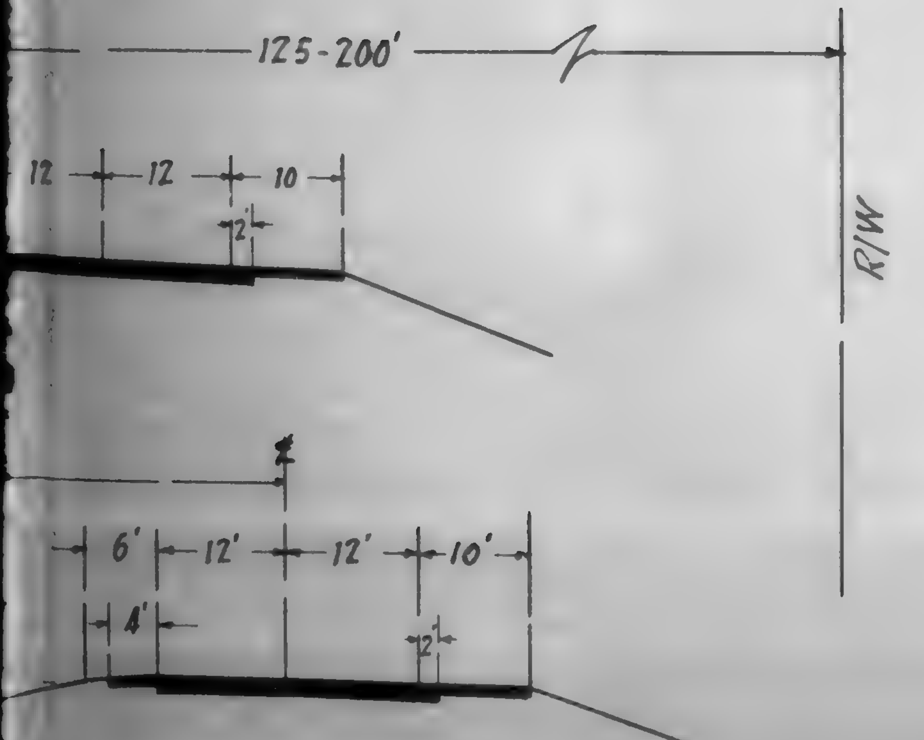
cc Tom Edwards
Walter Wright

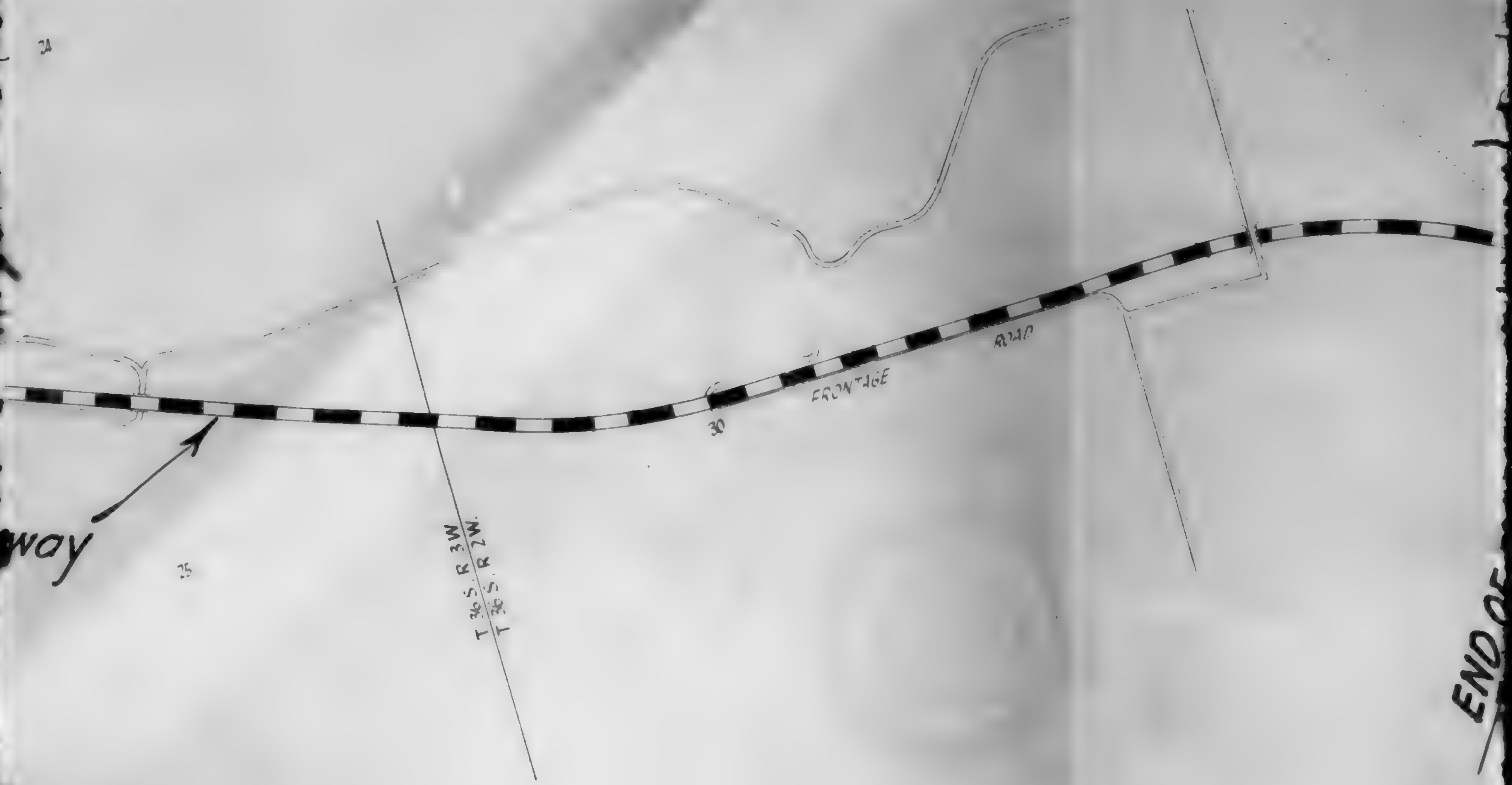

GOLD HILL
S.P.RR
Rogue River
LAMPMAN
FRONTAGE ROAD
829+35.91=
47+71.6=
21
20
Galls Creek
GALLS CR. RD.
Existing Highway
To Grants Pass
Survey Approved
Jan., 1958
BEGINNING OF SURVEY
STA. 819+00
TYPICAL SECTIONS
125'-160'
R/W
10'
12'
12'
8'-10'
8'-10'
12
12
2'
2'
60' - 100
10'
12'
12'
6'
2'
4'
6'
12'
4'

7.58 Mi.


HILL
SAMS VALLEY HWY
BLACKWELL ROAD
River
LAMPMAN RD.
OLD STAGE RD.
Kane Creek
Blackwell Creek
Existing Highway

TIONS


125-200'
12
12
10
2
R/W
6'
12'
12'
10'
4'
2


24
way
25
FRONTAGE ROAD
30
T 36 S. R 3W
T 36 S. R 2W.
END OF

APPROVED

Forrest Cooper

DEPUTY STATE HIGHWAY ENGINEER

JAN 2 1961

DATE

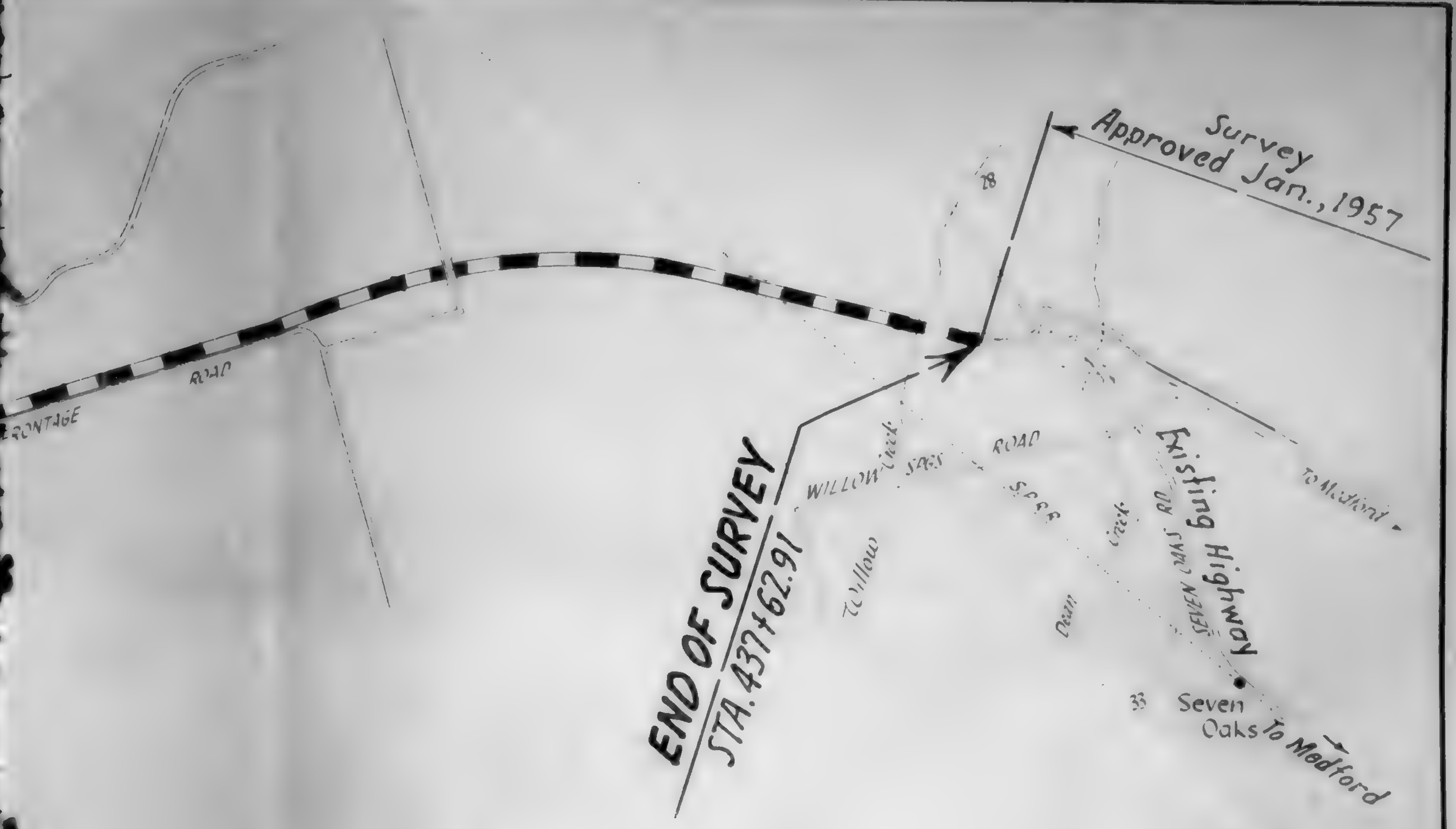
OREGON

ROCK POINT

PA

Scale: 1" =

*For details see*


Survey
Approved Jan., 1957
28
FRONTAGE
ROAD
END OF SURVEY
STA. 437+62.91
WILLOW Creek
SPGS
ROAD
S.P.R.R.
Willow
Dean
Creek
SEVEN OAKS RD
Existing Highway
To Medford
33
Seven
Oaks
To Medford

ER

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

# ROCK POINT – SEVEN OAKS SECTION

## PACIFIC HIGHWAY

JACKSON COUNTY

Scale: 1" = 1600 Jan., 1961

**DRG. NO. 10C-39-7**

*For details see Drg. No. 7B-8-8, June, 1951 & 7B-22-9, July, 1953*

RECEIVED
JAN 26 1961
FOR FILING

[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1961

**SUBJECT:** Survey Approval Map
Rock Point-Seven Oaks
Pacific Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

NOTED
State Highway Engineer

Attached are 13 prints of the above named survey approval map along with the suggested letter to the Commission.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
JAN 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 5 1961
FOR FILING
I-5-1([illegible]) [illegible]

Salem, Oregon
January 3, 1961

Throughway Agreement
Rock Point-Seven Oaks Section
(Kane Creek Interchange)
Pacific Highway No. 1
Jackson County

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

HSC:mm
Att.

cc: C. G. Swenson

THROUGHWAY AGREEMENT DRAFT, 12/30/60

THIS AGREEMENT, made and entered into this _____ day of _____, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and JACKSON COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Rock Point-Seven Oaks Section (Kane Creek Interchange) of the Pacific Highway, State Primary Highway No. 1, as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.075, and ORS 374.080, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any throughway, road, highway, or street.

3. Pursuant to ORS 374.060 and 374.065, State is empowered, with official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway. ORS 374.065 further provides that after the establishment of the throughway, no county road shall be constructed running

into or intersecting the throughway unless the plans and specifications have first been submitted to and approved in writing by State.

4. Pursuant to ORS 366.320(3), all rights of way owned or held by County over or along any roads adopted as state highways are vested in State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts, and supervise the construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map setting forth the general plans and location of the project.

2. State shall reconstruct and thereafter maintain Kane Creek Interchange as shown colored in green on the attached Exhibit "A."

3. State shall reconstruct and maintain a frontage road on the northerly side of the throughway between Engineer's Stations 148+00 to 156+50, as shown colored in green on the attached Exhibit "A."

4. State shall construct a connecting road on the northerly side of the throughway connecting an unnamed county road to the frontage road set forth in paragraph 3 above and shown colored in orange on the attached Exhibit "A." Upon completion County shall maintain said connecting road.

5. State shall close an unnamed county road at the northerly right of way boundary line opposite Engineer's Station 160+30 as

into or intersecting the throughway unless the plans and specifications have first been submitted to and approved in writing by State.

4. Pursuant to ORS 366.320(3), all rights of way owned or held by County over or along any roads adopted as state highways are vested in State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

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4. State shall construct a connecting road on the northerly side of the throughway connecting an unnamed county road to the frontage road set forth in paragraph 3 above and shown colored in orange on the attached Exhibit "A." Upon completion County shall maintain said connecting road.

5. State shall close an unnamed county road at the northerly right of way boundary line opposite Engineer's Station 160+30 as

shown colored in red on the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the plans attached hereto marked Exhibit "A" and all provisions of this agreement.

2. County, upon completion by State of the provisions described in paragraph 4 under THINGS TO BE DONE BY STATE, agrees to assume maintenance of and jurisdiction over said connecting road at its sole expense.

3. County consents to the closure by State of the road [illegible] described in paragraph 5 under THINGS TO BE DONE BY STATE.

4. County acknowledges the effect and scope of ORS 366.320(3) and, pursuant thereto, consents to the vesting in State of those portions of right of way of County within the right of way boundary lines of the throughway.

5. County agrees that no county roads shall be constructed running into or intersecting the said throughway without first obtaining the written approval of State.

6. County shall execute this agreement during a duly authorized session of its County Court.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names and affixed their seals this the day and year first above written.

ATTEST:

Secretary

APPROVED:

Asst. State Hwy. Engineer

APPROVED:

Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By____________________
Chairman

By____________________
Commissioner

By____________________
Commissioner

ATTEST:

County Clerk

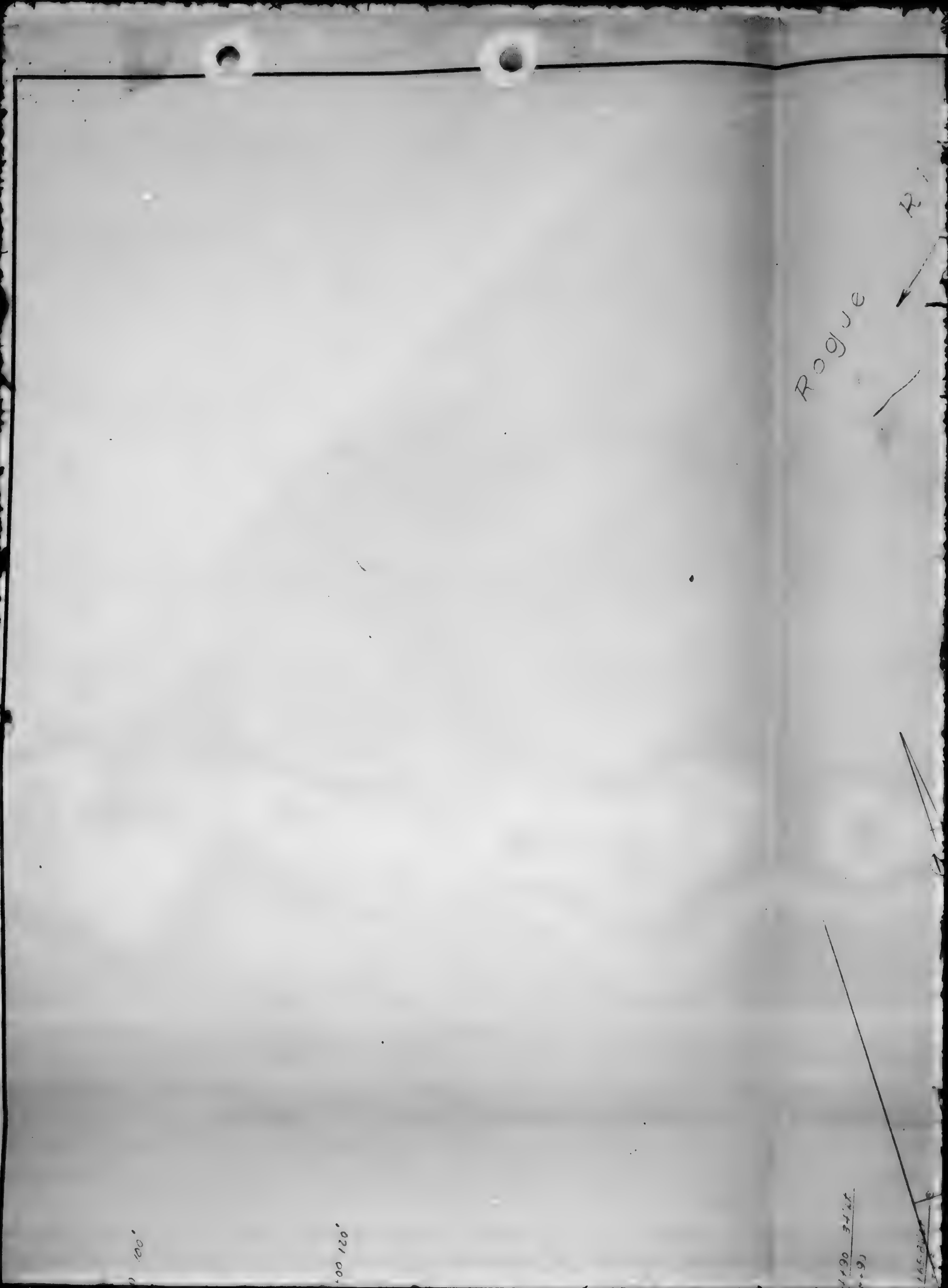
JACKSON COUNTY, by and through
its County Court

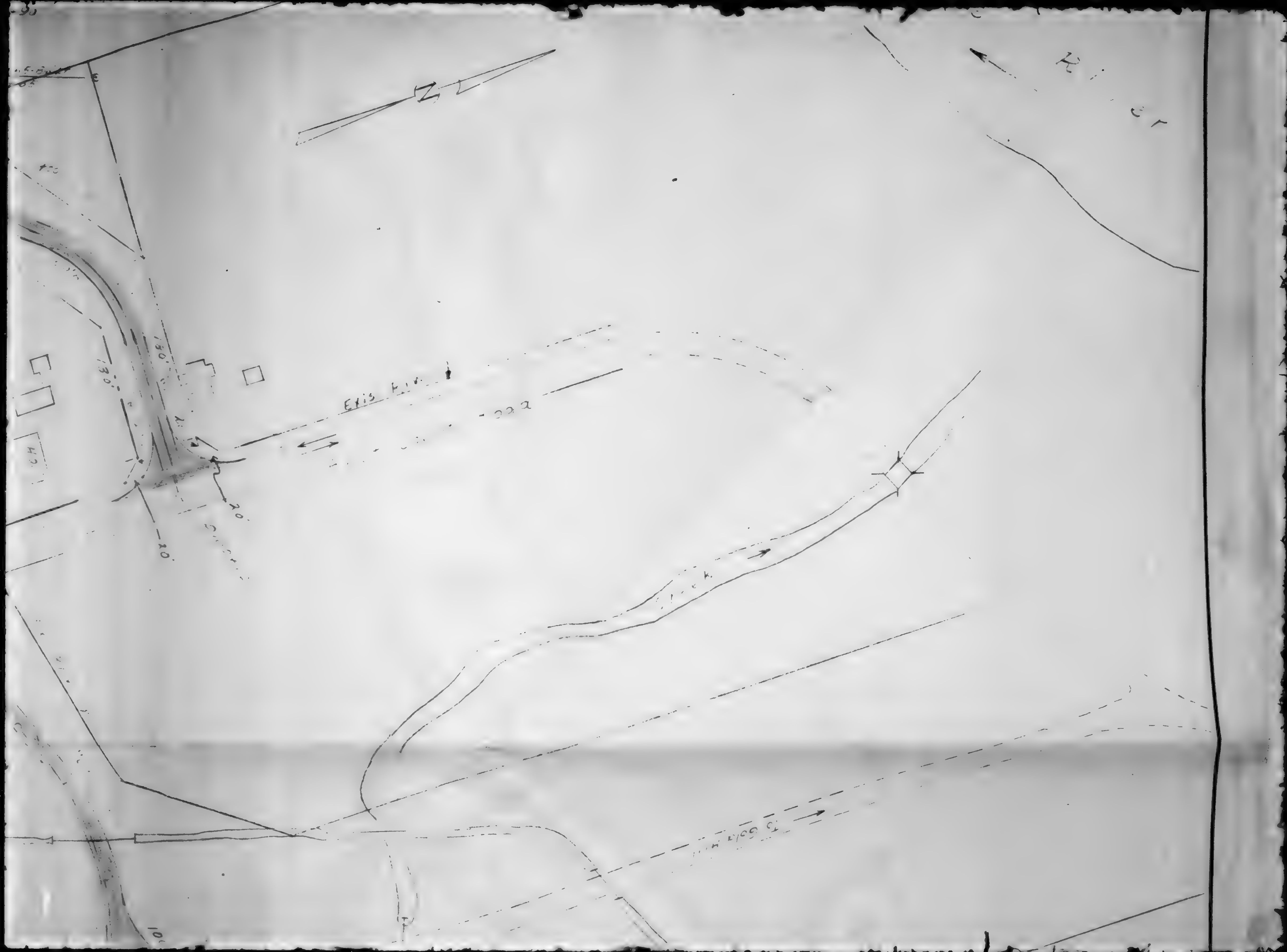
County Judge

By____________________
County Commissioner

By____________________
County Commissioner

HSC:mm


Rogue R
100'
120'


River
N
Exis Hwy
222
130'
130'
20'
20'
100

Abandon
100'R
55'R
30'R

ROCK POINT - SEVEN OAKS SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TO SHE |
|---|---|---|---|---|
| 8 | OREGON | | | |

Standard Interchange Layout Sheet

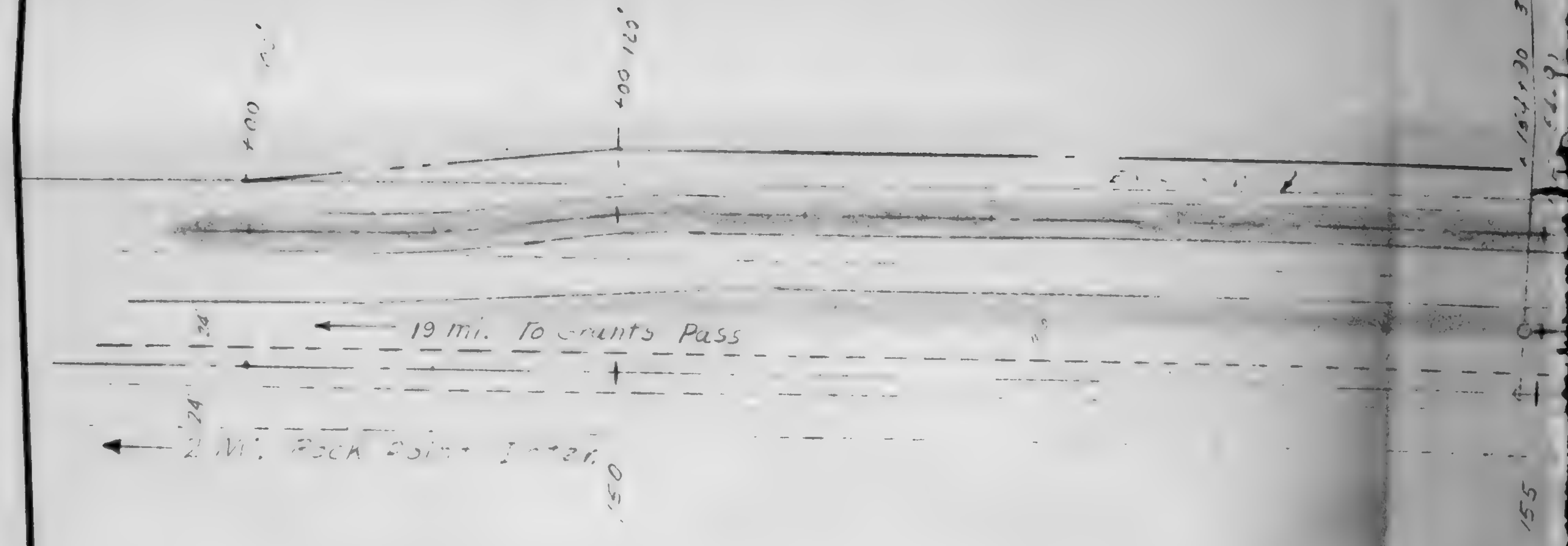
EXHIBIT "A"

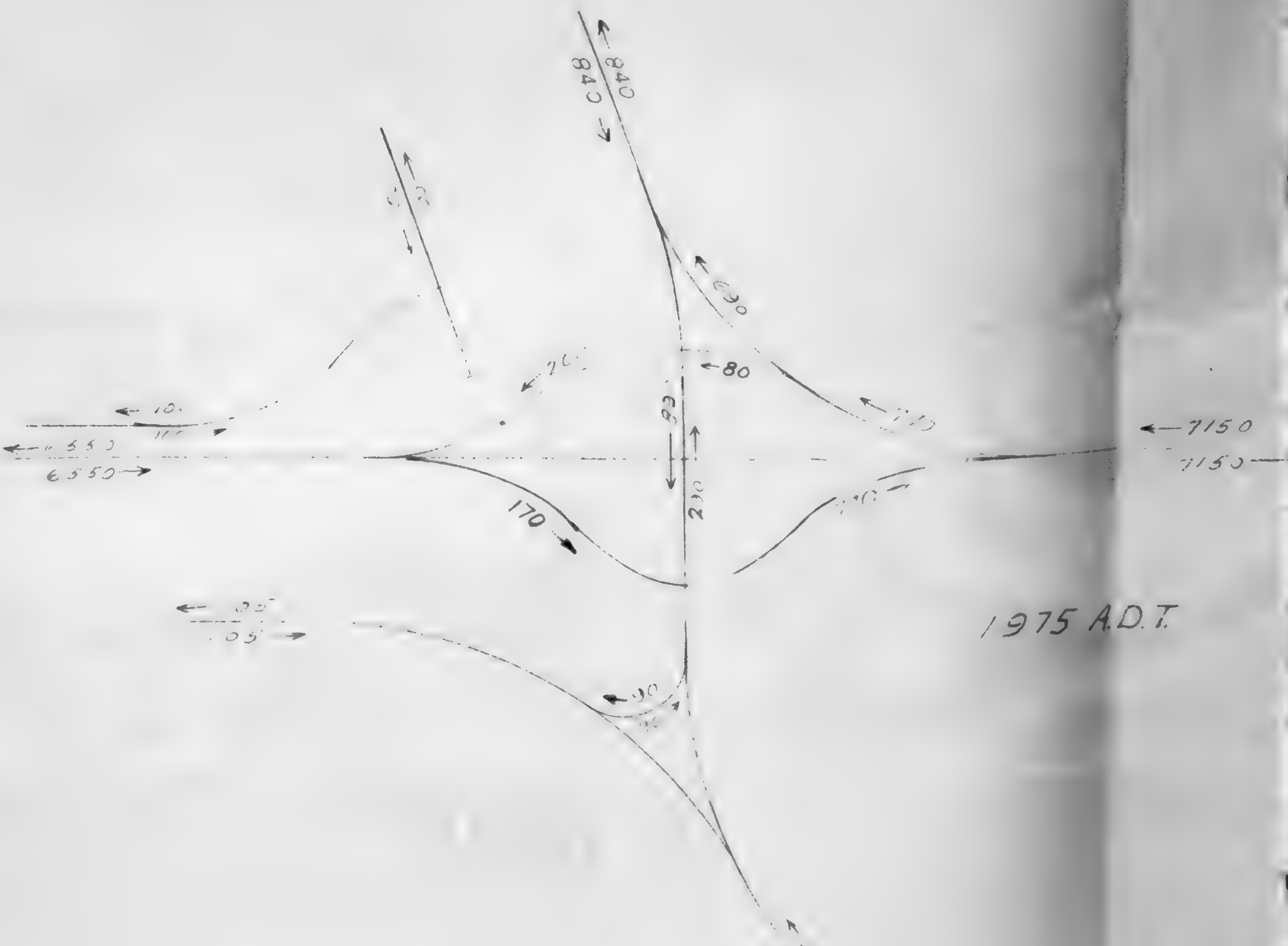
ROCK POINT - SEVEN OAKS SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

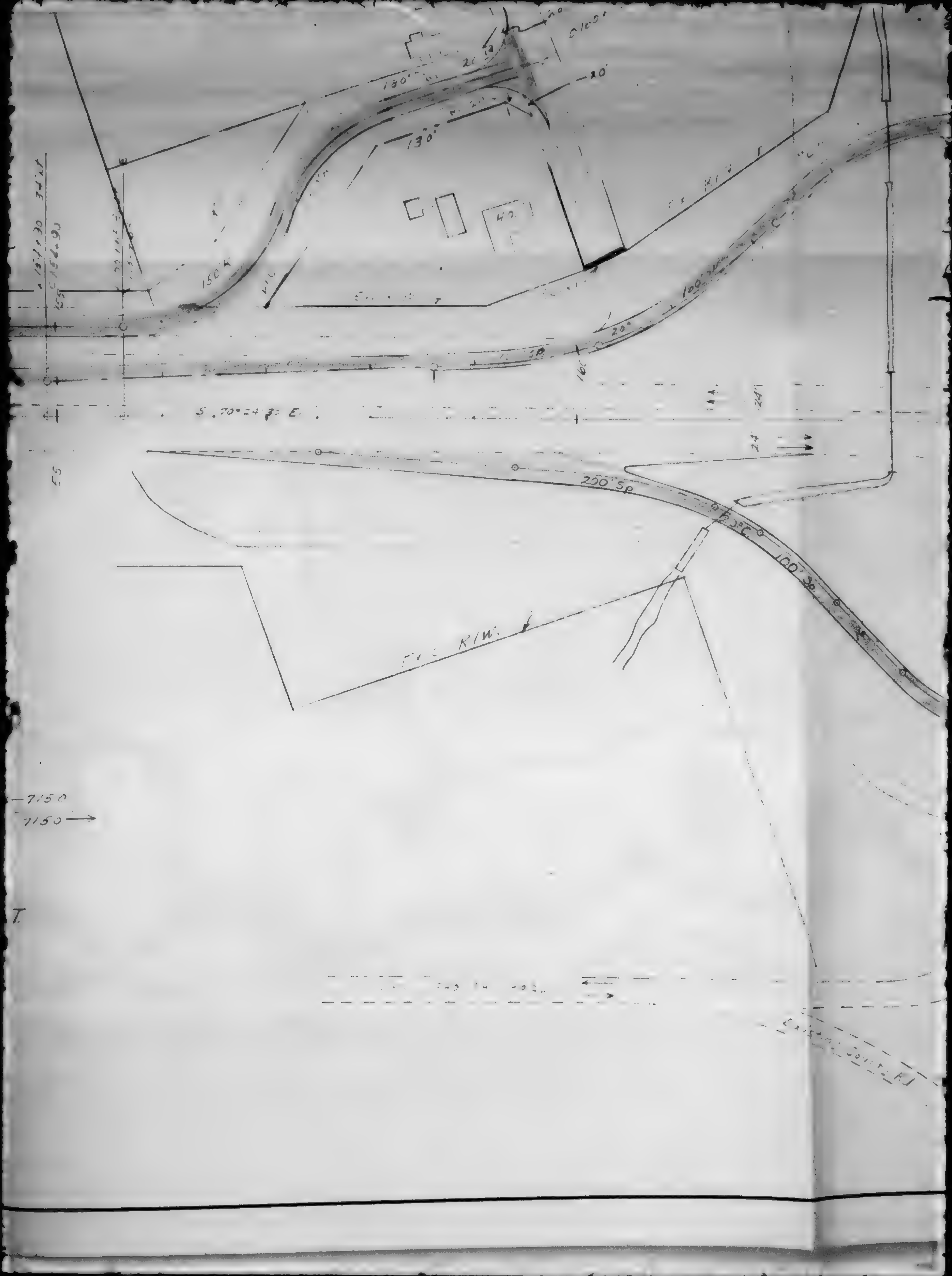
| | | | | |
|---|---|---|---|---|
| | | | | SHEET No. |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | |

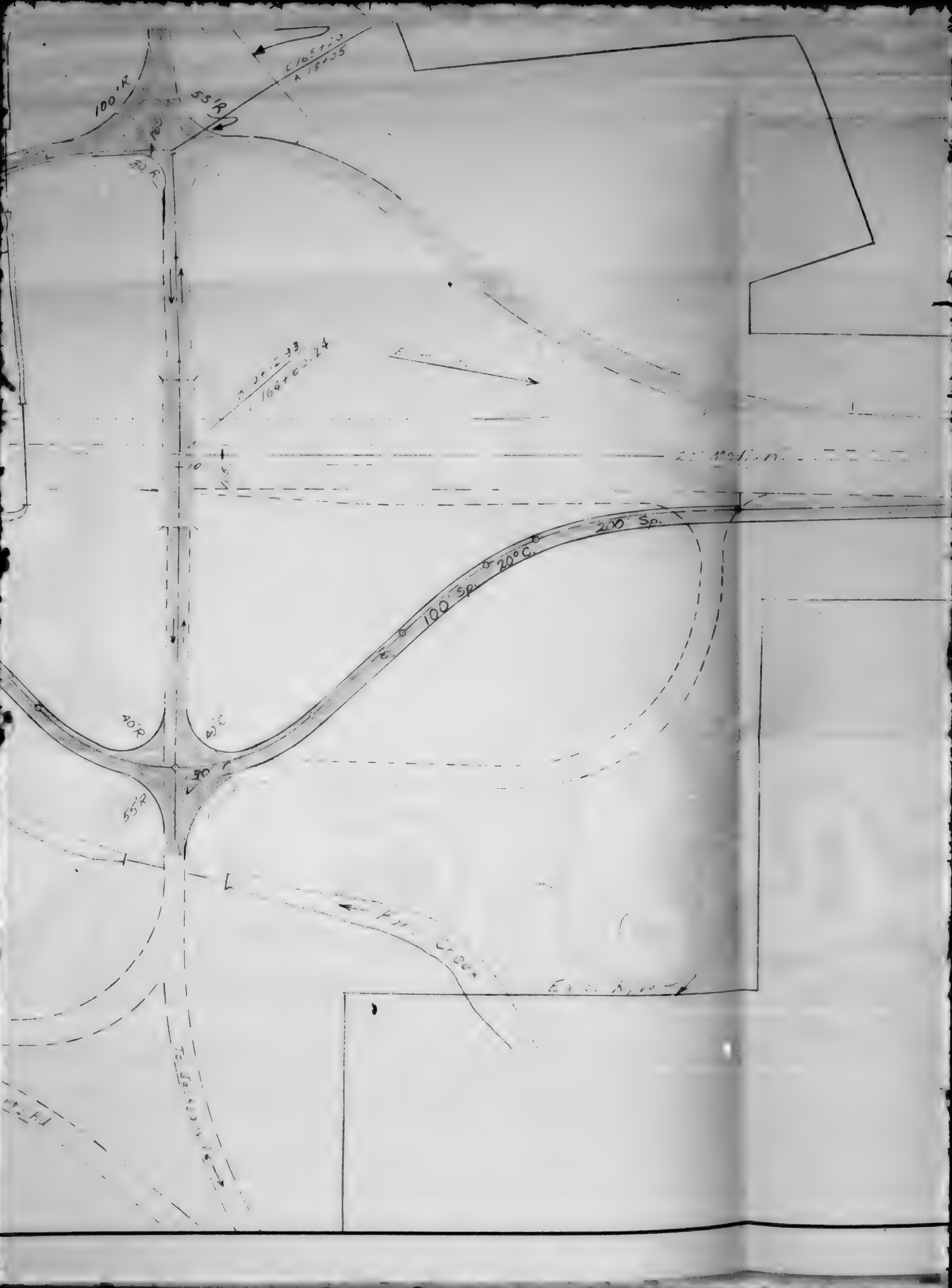
Standard Interchange Layout Sheet

EXHIBIT "A"


+00
+00 120'
19 mi. To Grants Pass
24
24
2 Mi. Rock Point Inter.
150
155


1975 A.D.T.


20
180°
20
20
130°
150' R
42
S. 70°24'30" E.
160'
20°
24'
24'
200' Sp
100' Sp
R/W
R/W
55
7150
7150
T.
Existing County Rd


100'R
55'R
100
30'R
L
2' Median
10
200' Sp.
20°C.
100' Sp.
40'R
40'R
30'
55'R
L
Ex. Road

Exist. R/W
300
To Medford
175
Exist. R/W

[redacted]

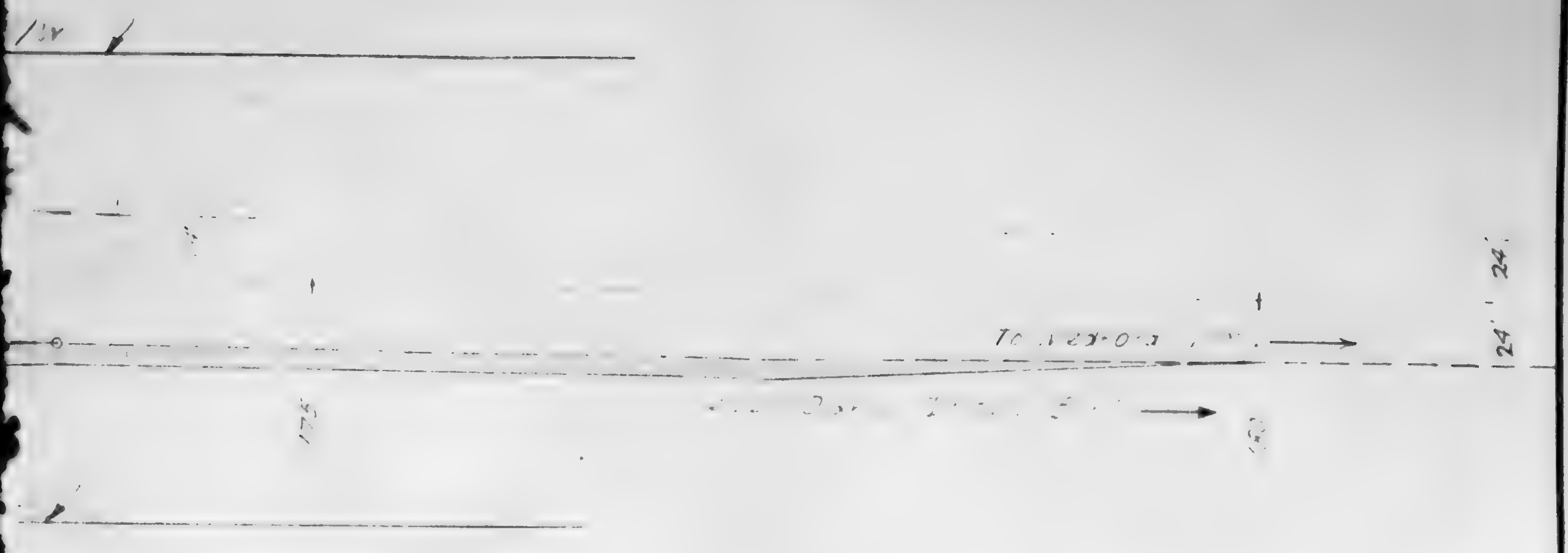
SCALE 1" = 100

KANE CREEK INTERCHANG

HIGHWAY MILE POS

[redacted]

Approved as to design
No Copst Contemplated
at this time
E/ 3/11/60



[redacted]

SCALE [illegible] = 100

[illegible] INTERCHANGE

[illegible] HIGHWAY **MILE POST** [illegible]

[redacted]

' as to design
st Contemplated
this time
E/ 2/11/60

RECEIVED
JAN - 5 1961

FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1961

SUBJECT: Throughway Agreement
Rock Point-Seven Oaks Section
(Kane Creek Interchange)
Pacific Highway No. 1
Jackson County

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

APPROVED
Asst. Const. Engr.

G. S. PAXSON

RECEIVED
OCT [illegible] 1960
FOR FILING

I-5-1(32)32
J
[illegible]

Salem, Oregon
October 14, 1960

Galls Creek Culvert - Bridge No. 7598
Rock Point-Seven Oaks Section
US99

Mr. I. D. Merchant
Bridge Engineer
BUILDING

The existing Galls Creek culvert, which is 12 x 12, was built on such a steep grade that fish cannot get through the structure. We are now getting ready to four-lane this section which will require either lengthening of the culvert or a second culvert.

When this is done we must make provision for baffles in the existing culvert to accommodate fish runs and must also be sure that the new culvert or the extension does not present an obstacle to them.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc: Tom Edwards

RECEIVED
OCT 11 1960
FOR FILING

UNITED ST ES GOVERNMENT

# *Memorandum*

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 29, 1960

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Public Hearing on the Rock Point-Galls Creek Section

This is to acknowledge your letter of September 23, 1960 concerning the matter of a public hearing on the Rock Point-Galls Creek Section of the Pacific Highway.

Since as stated in Division Engineer Morgan's letter, the four property owners affected have been contacted and have indicated they would not desire it, we agree that a public hearing is not necessary in this instance.

NOTED
FORREST COOPER

RECEIVED
SEP 30 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1960
FOR FILING
[illegible]
[illegible]
5961

September 23, 1960

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In the matter of public hearings on the Rock Point-Galls Creek Section of the Pacific Highway, you recently indicated to Mr. Barbee that if all owners with whom we would have to deal for rights of way on this section were contacted and they indicated that they would not request a hearing, that a public hearing would not be required.

This is the area in which we intended to place excess material from the Rock Point Slide. There were four property owners involved on this section; two for purchase of rights of way and two for easement involving cattle passes. All four owners were contacted and indicated that they would not desire a public hearing. For your information, I am attaching a letter from Division Engineer Morgan regarding these contacts.

Acquisition of right of way for this project does not involve any change of routing. It is merely a conversion of a two-lane section of the Interstate Highway to a four-lane. It is our thinking that a public hearing is not necessary in this instance and ask your concurrence.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank M$_o$rgan

DJB:jk fn

FORM E-90X 50M 7-59 22128

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 9, 1960

SUBJECT: Possible Request for Public Hearing Due to Additional Right of Way Taking on the Rock Point-Galls Creek Section, Pacific Highway

To: Tom Edwards
Construction Engineer
Salem, Oregon

In compliance with your request concerning the possible necessity of holding a public hearing to conform with the Bureau of Public Roads regulations on additional right of way takings or the Rock Point-Galls Creek Section of the Pacific Freeway, please be advised that I contacted the following property owners:

1. W. L. Scott, Rte 1 Box 129, Gold Hill
2. Stanley Klym, 2517 Barnett Avenue, Medford
3. L. C. Parker, Rte 1 Box 39, Gold Hill
4. T. A. Carlton, Rte 1 Box 42, Gold Hill

Please be advised that Mr. Stanley Klym has just purchased the Pearl and Esther Manderville property just northerly of Station 823. W. L. Scott owns two parcels northerly of the highway lying between Station 823 and 827. T. A. Carlton owns property northerly of the highway between Station L448 and L460. Carlton's property involves an easement for a cattle pass not additional right of way. The L. C. Parker property lies adjacent and northerly of the highway between Station 60 and 70. This involves an easement for cattle pass ramp and not a right of way taking.

All of the above mentioned property owners have indicated that they will not request a public hearing. The right to hold a public hearing concerning the general route between Rock Point and Galls Creek was explained to them and they indicated they did not desire to have a public hearing held.

REFERRED TO
Barber
By Ass't Construction Engineer

For discussion w/ TE & myself.

CONSTRUCTION DIVISION
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SEP 12 1960
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I believe the above mentioned owners are the only ones from which additional right of way easements are to be acquired and the only ones who could request a public hearing. I believe the extension of the project from Rock Point to Galls Creek can be prepared for contract and letting sometime this Fall.

FB Morgan
F. B. Morgan
Division Engineer

dls

I-5-1(34) Evans Creek-Rock Point Sec., 1961
44 Pacific Hwy., S. of Rogue
#5962 River

RECEIVED
MAR 15 1963
FOR FILING

March 14, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #5962 awarded to Knight Pearcy for roadside improvement on the Evans Creek-Rock Point Section of Pacific Highway in Jackson County was completed on January 5, 1962, and accepted by the Highway Commission on March 14, 1963.

Final payment, in the amount of $2,637.32 will be released to the contractor after March 21, 1963. The total contract amount is $29,597.93 including $626.21 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

cc: L. H. Young
C. H. Maison
Attn: John Harr

RECEIVED
JAN 17 1963
FOR FILING
5962

Salem, Oregon
January 16, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that replanting work was completed on January 11, 1963, on Contract No. 5962, Evans Creek-Rock Point Section, in Jackson County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:____________________

Conditions noted on above date:

Construction Engineer

RECEIVED
JAN 17 1963

FOR FILING

January 16, 1963

Evans Creek-Rock Point Section
Pacific Highway
Jackson County
Project No. I-5-1(14)44
Contract No. 5962

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

The contractor completed Roadside Improvement work on the subject project January 5, 1962. The Special Provisions provided for one year establishment period. This period has elapsed and the Resident Engineer has reported all replacement planting done as of January 11, 1965.

It is requested that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:__________________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:lt

RECEIVED
AN 17 1962
FOR FILING

5962

January 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 5, 1962, on Contract No. 5962, Evans Creek-Rock Point (Roadside Improvement) Section in Jackson County, in connection with Federal Aid Project No. I 5-1(34)44.

An establishment period of one year from final planting is specified in this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DEP:mmb
cc: Mr. H. S. Cox

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 12, 1962

Section Evans Creek - Rock Point

Kind of work Roadside Improvement

Highway Pacific County Jackson

Section prefix 615-1089

Contractor Knight Pearcy

Contract number 5962

Date of contract September 15, 1961

Specified work days 70

Date work started September 21, 1961

Work days used 56

Project authorization $ 37,544.06

Exclusive of engineering $ 34,874.26

Per cent of time elapsed 80 %

~~[illegible]~~ cost of completed project, exclusive of engineering $ 32,735.92

~~[illegible]~~ per cent ~~[illegible]~~ underrun 6.1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,669.80

Engineering cost to date $ 1,635.00, 61.2 %

Date project was completed January 5, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| | | | | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job complete and semi-final estimate submitted to the Division Office Tuesday January 9, 1962.

Final Report.

NOTED

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
JAN 15 1962

W. H. Juve

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities (contract) |  |  |  |  |  |
| Total quantities corrected to date |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy-Fair |  |  |
| Monday | Fair |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Fog-Fair |  |  |
| Thursday | Fair |  |  |
| Friday | Cloudy |  |  |
| Saturday |  |  |  |

RECEIVED
NOV 22 1961
FOR FILING

I - [illegible]

5962

November 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the construction of asphaltic concrete curbs on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5962, in connection with Federal Aid Project No. I-5-1(34)44.

This work is necessary to prevent erosion of newly planted slopes. The wide paved area catches a great deal of water and the runoff must be led from the slopes.

The work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

Form Approved; Budget Bureau No. 41-R2089

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OCT 21 1961
FOR FILING

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>/100 | FO PR-2<br>(REV. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | TATE<br>**Oregon** |
| | | COUNTY<br>**Jackson** |
| PROJECT REPORT NO.<br>6<br>5962 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | PROJECT NO.<br>**I-5-1(34)44** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**U.S. 99 Evans Cr. to Rock Point**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-22-61 | 5.6 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 36,709.00 | $ 33,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Evans Creek-Rock Point Section, Project No. I-5-1(34)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Evans Creek-Rock Point Section, Project No. I-5-1(34)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bm

Oregon State Highway Department

Federal Aid
Project No. I-5-1(34)44

## EVANS CREEK-ROCK POINT SECTION OF

## THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 27, 1961

Type Code 1005
Roadside Improvement (Sta. 517+00 to Sta. 813+00)(Contract 5962)

| | | | | |
|---|---|---|---|---|
| Furnishing and Placing Topsoil | 270 | cu.yds. | $5.50 | $1,485.00 |
| Furnishing and Planting Trees | 720 | only | 5.95 | 4,284.00 |
| Furnishing and Planting Shrubs | 3,700 | only | 2.70 | 9,990.00 |
| Furnishing and Planting Vines, Bearberry | 20,300 | only | 0.32 | 6,496.00 |
| Furnishing and Planting Vines, Pointreyes Ceanothus | 1,000 | only | 0.60 | 600.00 |
| Furnishing and Planting Vines, Aaronsbeard St. Johnswort | 18,400 | only | 0.24 | 4,416.00 |
| Inorganic Fertilizer, 10-16-8 | 71 | cwt. | 6.50 | 461.50 |
| Manure Fertilizer | 190 | cu.yds. | 6.00 | 1,140.00 |
| Mulch Material | 300 | units | 15.00 | 4,500.00 |
| | | | Subtotal | $33,372.50 |
| | | | 10% Engr.&Cont. | 3,336.50 |
| | | | Total | $36,709.00 |

Length of Project. . . . . . . . . . . . 5.605 Miles
Cost of Project per mile . . . . . . . $6,549.33

Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $33,000.00
State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 3,709.00
$36,709.00

State Funds for Const: Chap. 175, laws 1917; Chap 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

I-5-1(34)44

## Oregon State Highway Department

## Report of Cost Based on 104(b)(5) Estimate

To: J. W. Nash

Description of Work: **Evans Creek - Rock Point**
**Roadside Improvement**

Taken from Segment No. A 9, 104(b)(5) Estimate. Length of Work

| Work Classification | Amount in $1000 |
|---|---|
| 1. Preliminary Engineering | |
| 2. Right-of-Way | |
| 3. Clear & Grub, Demolition | |
| 4. Utility Adjustments | |
| 5. Grade & Drain; Minor Structures | |
| 6. Base; Surfacing; Shoulders | |
| 7. R.R. Grade Separation | |
| 8. Highway Grade Separations without Ramps | |
| 9. Interchanges, Complete | 97 |
| 10. Other Bridges; Tunnels | |
| 11. Walls | |
| 12. Guardrail; Fencing; Lighting; Traffic Control Devices | |
| 13. Roadside Improvement | 11 |
| 14. All Other Items | |
| 15. Subtotal, Lines 3 to 14 | 108 |
| 16. Construction Engineering & Contingencies, 10% of Line 15 | 11 |
| 17. Total Estimated Cost | 119 |

Construction Planning Section

By D.R.H.

Date 8-3-61

Oregon State Highway Department

Federal Aid
Project No. I-5-1(34)44

## EVANS CREEK-ROCK POINT SECTION
## OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, August 8, 1961

Type Code Y005
Roadside Improvement (Sta. 517+00 to Sta. 813+00)

| | | | |
|---|---|---|---|
| Furnishing and Placing Topsoil | 270 cu.yd. | $3.50 | $ 945.00 |
| Furnishing and Planting Trees | 720 only | 8.00 | 5,760.00 |
| Furnishing and Planting Shrubs | 3,700 only | 3.50 | 12,950.00 |
| Furnishing and Planting Vines, Bearberry | 20,300 only | 0.35 | 7,105.00 |
| Furnishing and Planting Vines, Pointreyes Ceanothus | 1,000 only | 0.75 | 750.00 |
| Furnishing and Planting Vines, Aaronsbeard St. Johnswort | 18,400 only | 0.25 | 4,600.00 |
| Inorganic Fertilizer, 10-16-8 | 71 cwt. | 5.00 | 355.00 |
| Manure Fertilizer | 190 cu.yd. | 6.00 | 1,140.00 |
| Mulch Material | 300 unit | 14.50 | 4,350.00 |
| | Subtotal | | $ 37,955.00 |
| | 10% Engr. & Cont. | | 3,795.00 |
| | Total | | $ 41,750.00 |

Length of Project - - - - - ~~2~~5.605 Miles
Cost of Project Per Mile- - ~~$16,026.87~~ 7,448.70

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - | $ 38,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - | 3,750.00 |
| | $ 41,750.00 |

RECEIVED
OCT 20 1961
FOR FILING

5962

October 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 232 covering the use of State-controlled plants on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5962, in connection with Federal Aid Project No. I-5-1(34)44.

The Special Provisions for this contract provide that, at his option, the contractor may obtain plants, State-controlled, from the nursery. The contractor has elected to use these plants and this order is to establish furnishing them. This has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $1,225 with Federal participation of $1,100.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 20 1961
FOR FILING

2962

October 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 212 covering the use of State-controlled plants on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 2962, in connection with Federal Aid Project No. I-5-1(34)44.

The Special Provisions for this contract provide that, at his option, the contractor may obtain plants, State-controlled, from the nursery. The contractor has elected to use these plants and this order is to establish furnishing them. This has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $2,100 with Federal participation of $1,890.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

RECEIVED
OCT 4 1961
FOR FILING

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5962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 4, 1961

Mr. Knight Pearcy
P. O. Box 12
Salem
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5962, awarded September 15, 1961, for roadside improvement on the Evans Creek-Rock Point Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 29, 1961

Section Evans Creek - Rock Point

Kind of work Roadside Improvement

Highway Pacific County Jackson

Section prefix 615-1089

Contractor Knight Pearcy

Contract number 5962

Date of contract September 15, 1961

Specified work days 70

Date work started September 21, 1961

Work days used 5

Project authorization $ 37,544.06

Exclusive of engineering $ 34,874.26

Per cent of time elapsed 7.1 %

Estimated cost of completed project, exclusive of engineering $ 34,874.26

Estimated per cent overrun or underrun None %

Per cent of contract completed, based on estimated cost 0 %

Engineering authorization $ 2,669.80

Engineering cost to date $ -- , -- %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| | | | | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor sets stakes for excavation for planting of trees.

NOTED
JOHN R. OAKES

1961

YB

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | | | |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair | | |
| Monday | Fair | | |
| Tuesday | Fair | | |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | | | |

15-3318 Laurelhurst State Park Latrine, 1961
Crater Lake Hwy.
#5963

RECEIVED
APR 4 1962
FOR FILING

5963

April 4, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5963, awarded to B. D. Greene, for construction of latrine in Laurelhurst State Park in Jackson County.

This contract was completed on January 3, 1962, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $916.46 will be released to the contractor on or after April 11, 1962. The total contract amount is $9,672.00 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
Wiley & Reinholdt Ins. Agency
369 E. Main
Ashland, Oregon

cc: Mr. B. D. Greene
1196 Ashland Mine Road
Ashland
Oregon

RECEIVED
JAN 9 1962
FOR FILING

D Cook

5963

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1962

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments
OFFICE

B. D. Greene completed work on the Laurelhurst State Park Latrine construction project in Jackson County, Contract No. 5963, on January 3, 1962.

Will you please secure authority from the Commission to make final payment on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
OCT 11 1961
FOR FILING

[illegible]
5963

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 11, 1961

Mr. B. D. Greene
1196 Ashland Mine Road
Ashland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5963, awarded September 21, 1961, for a latrine in Laurelhurst State Park, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 22 1961

FOR FILING

[illegible]

5963

September 21, 1961

C
O
P
Y

Mr. Harley E. Lowe
516 Granite
Ashland, Oregon

Dear Mr. Lowe:

On September 15, 1961 the Highway Commission awarded you the following contracts, concerning which letters were written on the same day advising of the awards:

Job No. 8 - Ochoco Lake State Park Latrine, Crook County, in amount of $9,151.50, Contract No. 5958.

Job No. 13 - Laurelhurst State Park Latrine, Jackson County, in amount of $8,555.00, Contract No. 5963.

Job No. 17 - Collier Memorial State Park Standard Latrine, Klamath County, in amount of $8,932.75, Contract No. 5965.

Yesterday you telephoned and advised that you had qualified your bids, stating that you would accept only one project. I secured the proposals, which you had sent in, and found that you had written in the word "one" in the instructions to bidders section pertaining to qualification of bids.

This was discussed with the Chief Counsel and the Deputy Highway Engineer, and it was their feeling that the qualification that you had made should stand even though it was not made in the place intended, which is on the page immediately opposite the first page of the unit prices. The bids were restudied and the contract for the Ochoco Lake State Park Latrine has been awarded to you at your bid of $9,151.50. Contract forms will be prepared and forwarded to you in the near future.

This letter cancels and supercedes our letters of September 15 in which the three contracts were awarded to you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
cc: Forrest Cooper
Tom Edwards
Parks Dept.
L. I. Lindas
R. L. Porter
R.G. Savage (SIAC)
I. D. Merchant

15-3417 Central Point Maintenance 1961
Bldg.
#5964

RECEIVED
B 15 1962
FOR FILING

5964

February 14, 1962

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5964, awarded to Don L. Jacobs, for construction of the Central Point Maintenance Building in Jackson County.

This contract was completed on November 30, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $1,253.59 will be released to the contractor on or after February 21, 1962. The total contract amount is $24,626.30 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Co.,
Portland Branch Office
620 Oregon Bank Bldg.,
Portland 4, Oregon

cc: Standard Accident Insurance Co.,
Goldy & Henselman Ins.,
18 North Front St.,
Medford, Oregon

cc: Mr. Don L. Jacobs

RECEIVED
C 13 1961
FORM E-30X—50M—6-61—38602
FOR FILING

[illegible]

5964

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1961

SUBJECT:

To:

D. B. Parkes
Contract Payments

OFFICE

Don L. Jacobs completed work on the Central Point, Oregon Maintenance Building Construction project in Jackson County, Contract No. 5964, on November 30, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓

NOTED
YD QUER

NOTED ON CAR
dc

RECEIVED
OCT 11 1961
FOR FILING

COMMISSIONERS
[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5964

October 11, 1961

Mr. Don L. Jacobs
307 North Peach
Medford
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5964, awarded September 15, 1961, for construction of the Central Point Maintenance Building, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 9 1961

FORM E-80X 90M 7-60
FOR FILING

5964

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1961

SUBJECT: Central Point Maintenance Bldg.
Contract No. 5964

To: Mr. D. B. Parkes
Contracts Payment

OFFICE

Don L. Jacobs started work on the Central Point Maintenance Building Project in Jackson County, Contract No. 5964, on September 26, 1961.

Ivan D. Merchant
Bridge Engineer

dl
cc; Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
OCT 2 1961

FOR FILING

5964

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 29, 1961

SUBJECT: Use of Septic Tank
Don L. Jacobs
Medford

To: Mr. Forrest Cooper
Depty State Highway Engineer
Salem, Oregon

Reference is made to the letter from Don L. Jacobs which requested permission to use a concrete septic tank. A copy of this letter is attached.

Please be advised that Mr. Jacobs is requesting to use this tank on our recently contracted Central Point maintenance headquarters. This matter has been referred to the Resident Bridge Engineer to whom Mr. Jacobs should have directed his letter in the first place.

No further action will be required.

Rulien
L. W. Rulien
Asst. Division Engineer

LWR:ds
encl.

RECEIVED
OCT 2 1961
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
OCT 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

State Hwy Engr

307 N. Peach
Medford, Ore.
Sept. 21, 1961.

State Highway Commission
Salem, Ore.

Dear Sirs,

I would like permission to use a concrete septic tank as manafactured by Sanitation Service Co. This is a reinforced 900 Gal. tank which is approved by the State Sanitary Dept. and meets all your requirments. These tanks are used almost exclusively here in the valley. This would speed up the job considerbly as they are pre manafactured ahead of time. I hope you will see your way clear to grant this request.

Yours Truly,
Don L. Jacobs

Frank Morgan:
Will you have someone see if this concerns us?

Cooper

RECEIVED
AUG 23 1961
FOR FILING

F-2417

E 764

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1961

SUBJECT: Central Point Maintenance Station

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

Through a copy of this letter, I am turning over to Carl Schneider a plot plan of the proposed Central Point Maintenance yard on which is shown the recommended location of improvements, with the suggestion that Mr. Schneider prepare the plans and specifications for the construction of the maintenance shed consisting of a standard shop area and four closed stalls.

The balance of the work consisting of the construction of the pump island, water pump at the well and a pipe line to the maintenance building with the necessary grading, surfacing and landscaping will be done by State Forces.

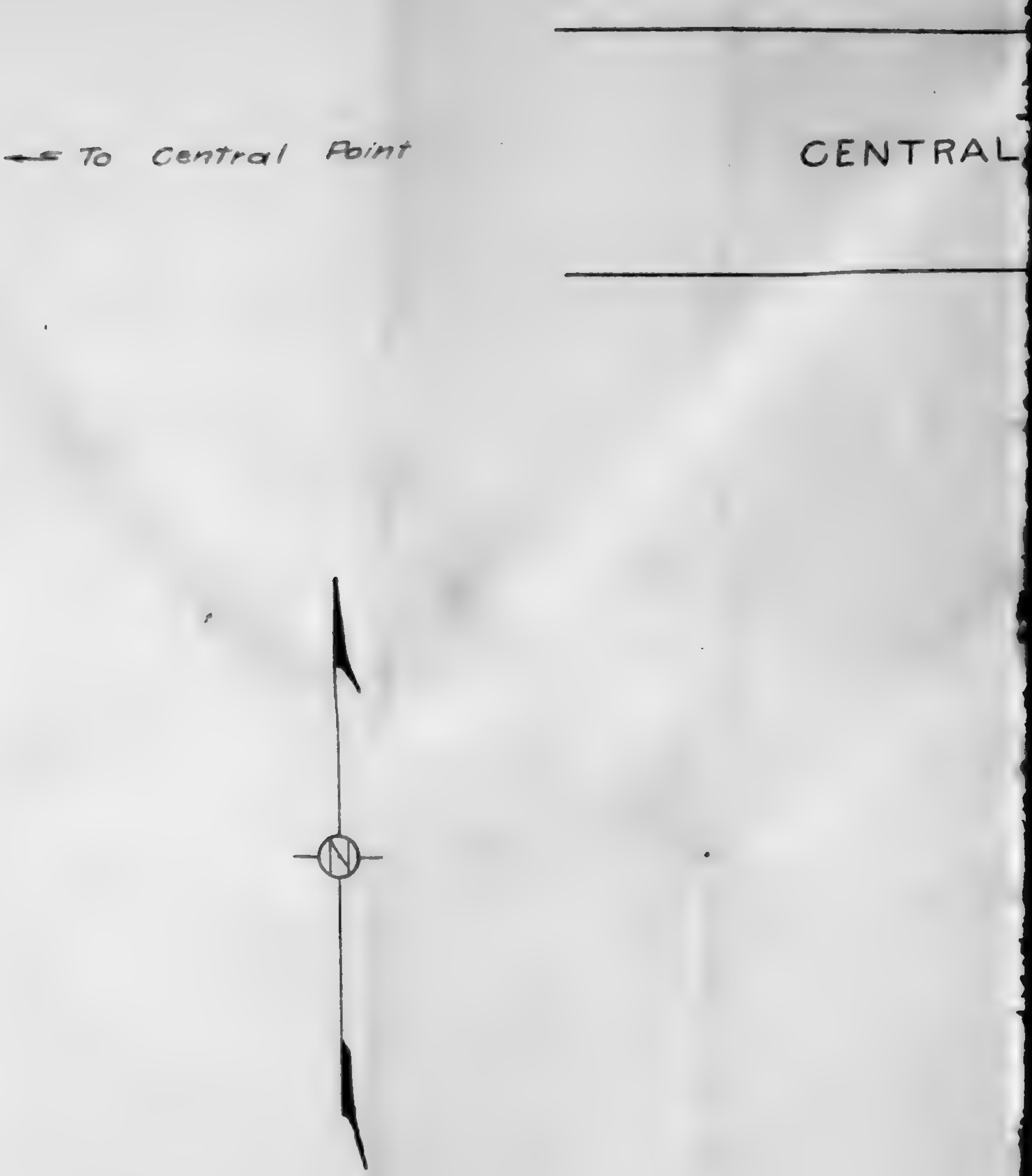
It is suggested that these plans be prepared in time for September letting if possible.

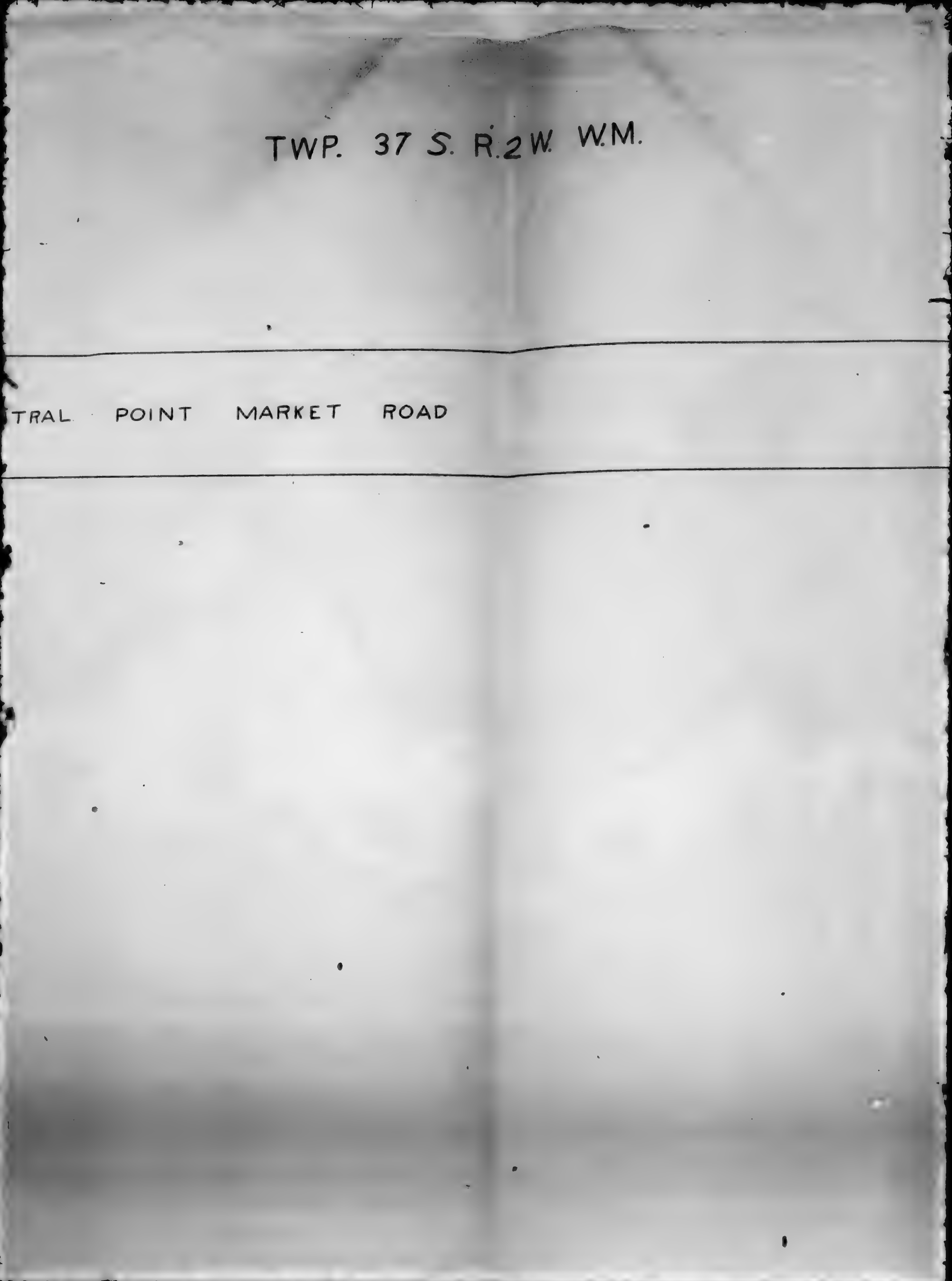
E F Chidsey
E. F. Chidsey
Assistant Maintenance Engineer

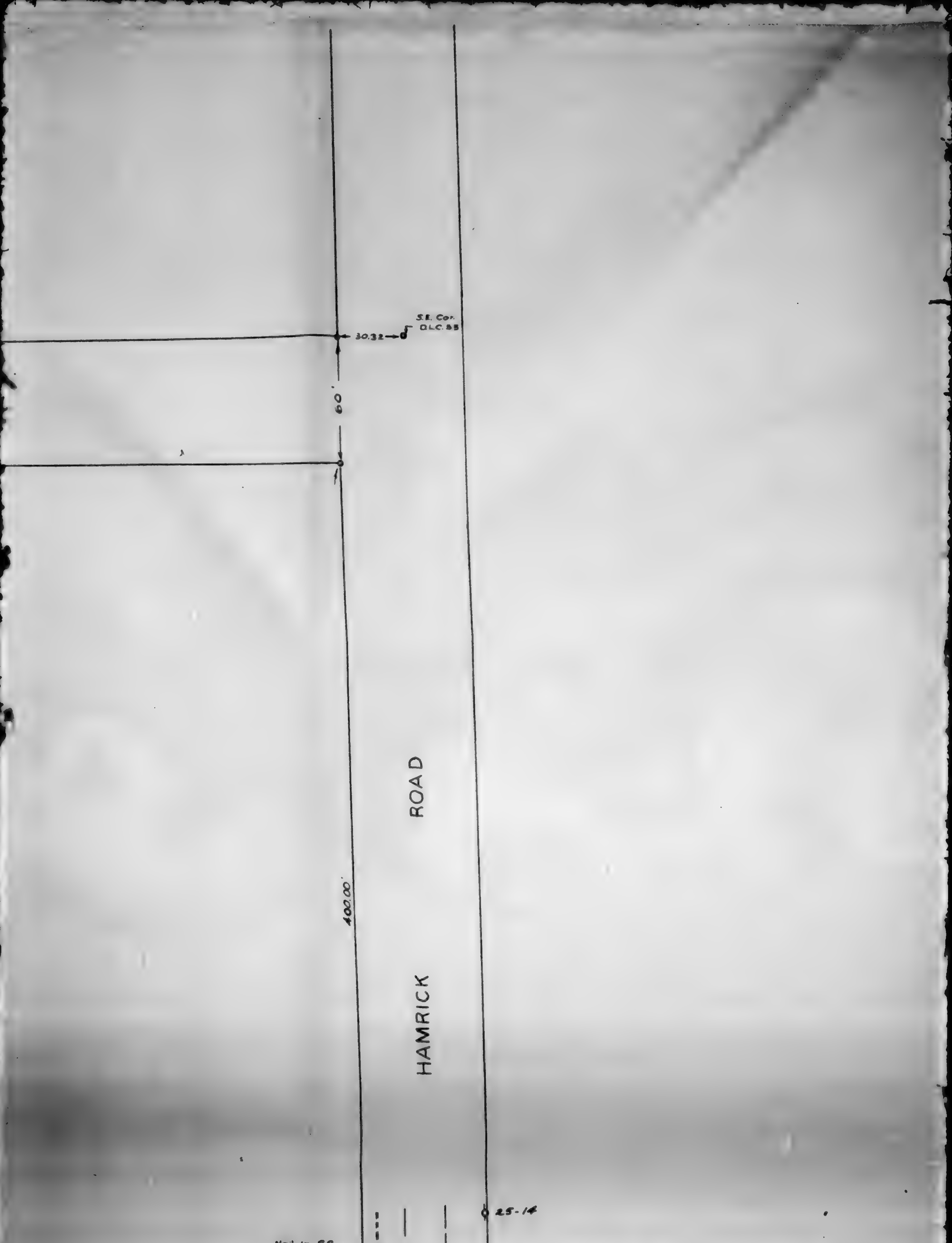
EFC:wg
encl.
cc: Carl Schneider
I. D. Merchant

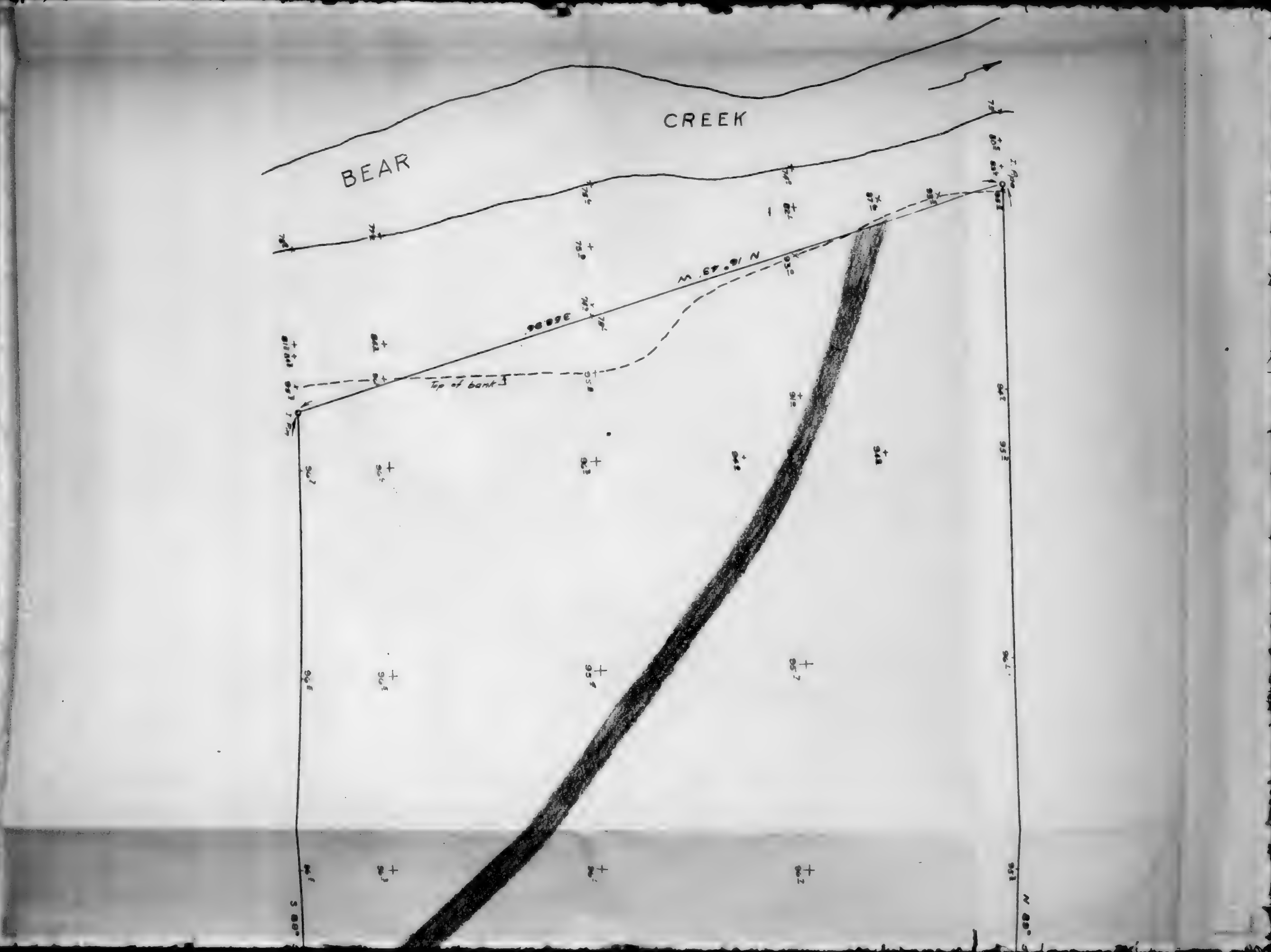
NOTED
P. M. STEPHENSON

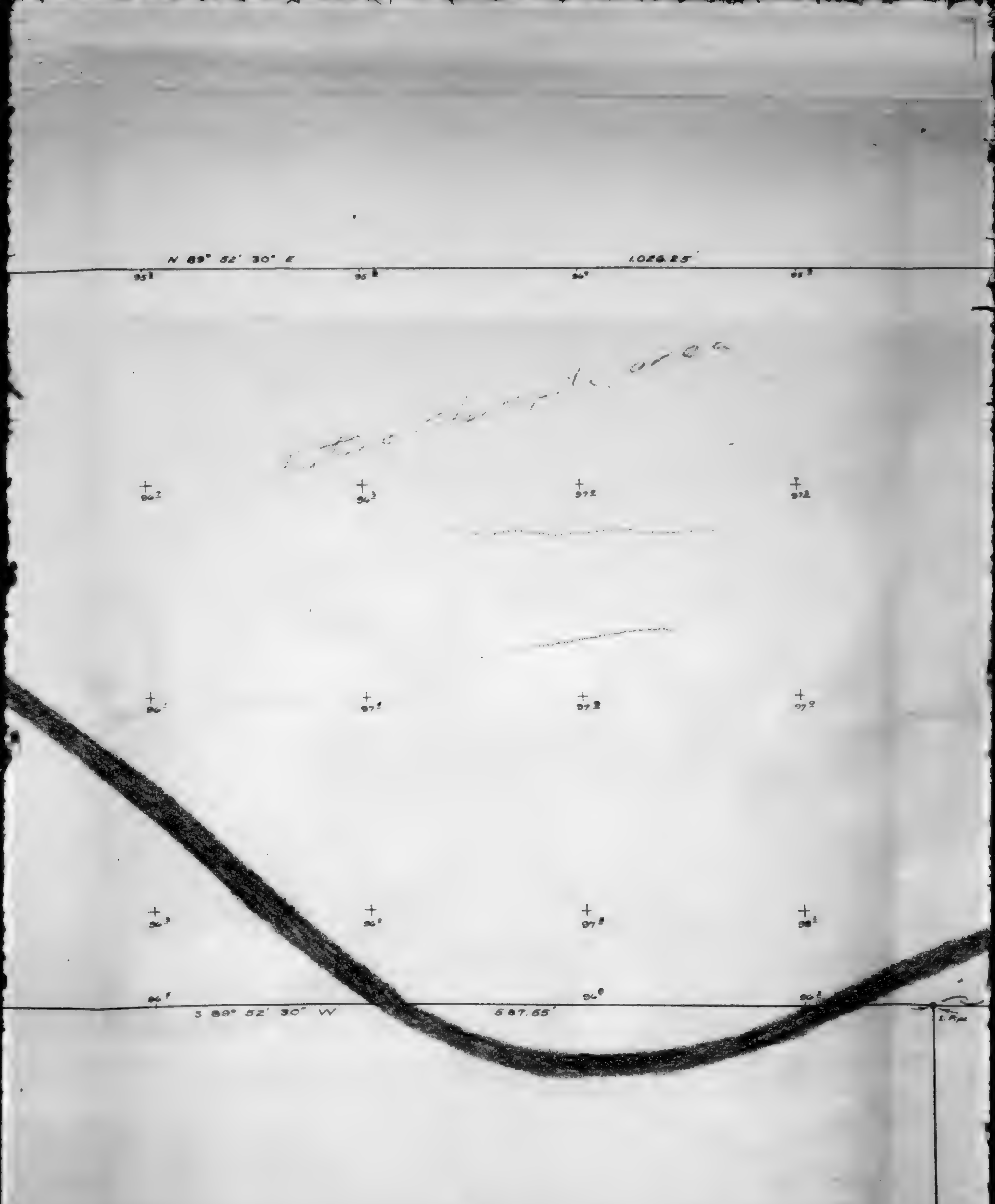
RECEIVED
AUG 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

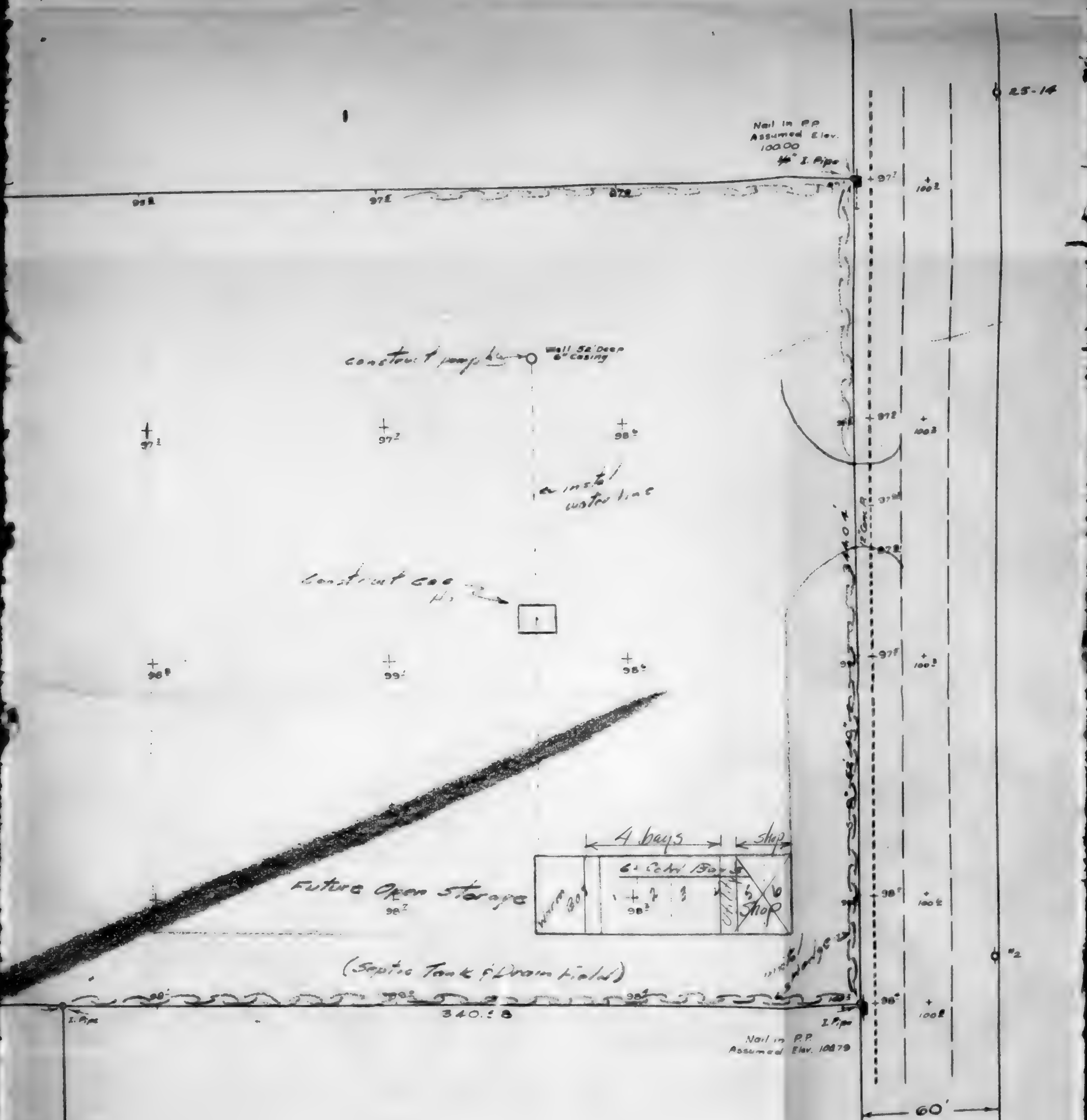

← To Central Point
CENTRAL
N

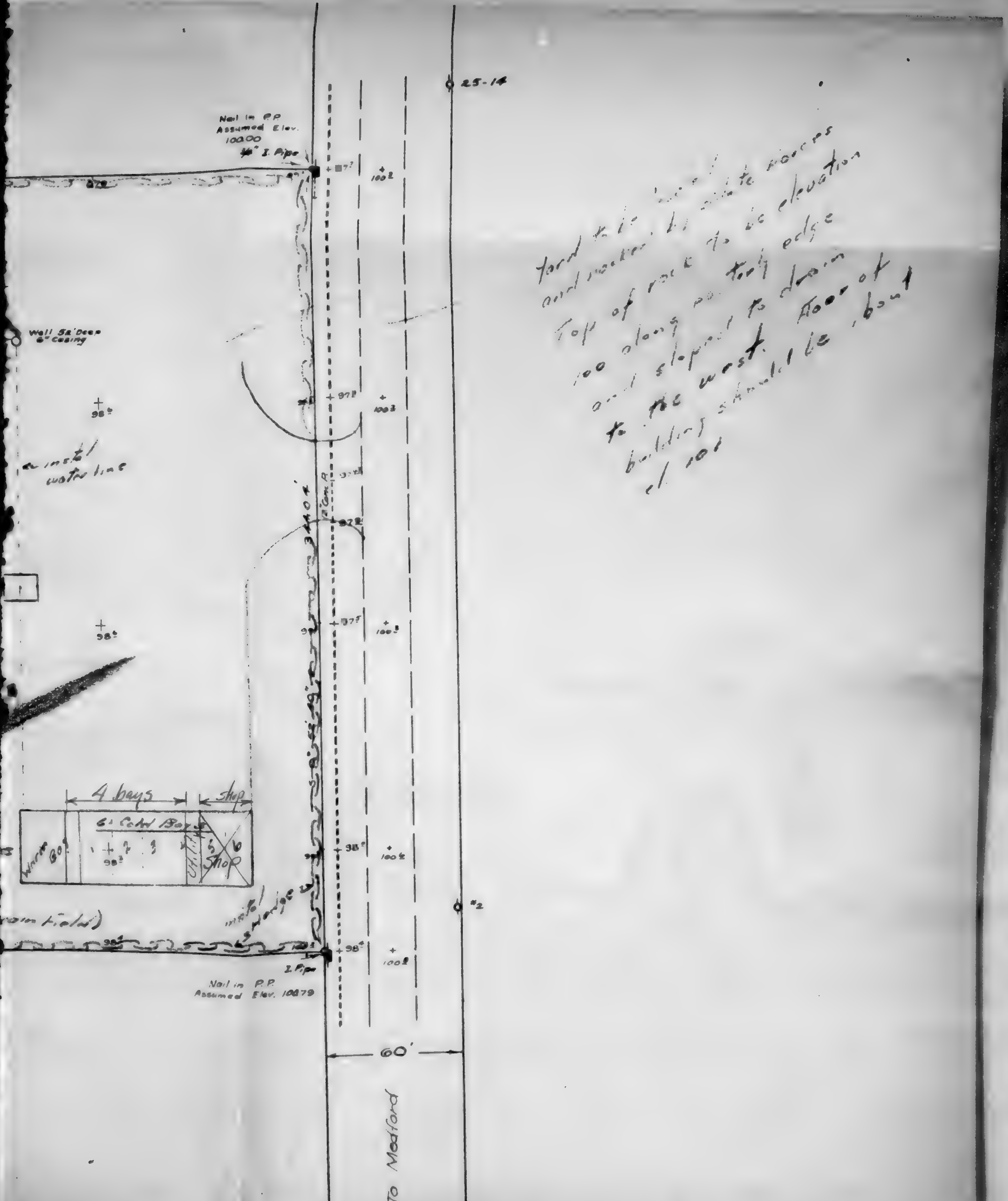

TWP. 37 S. R.2W. W.M.
TRAL POINT MARKET ROAD


S.E. Cor.
D.L.C. 55
30.32
60'
ROAD
400.00'
HAMRICK
25-14
Nail in P.P.
Assumed Elev.
100.00
3/4" I. Pipe


BEAR
CREEK
I. Pipe
N 16°47' W
302.90'
Top of bank
I. Pin
N 89°
S 89°


N 89° 52' 30" E
1,026.25'
S 89° 52' 30" W
587.55'
I. Pipe


25-14
Nail in P.P.
Assumed Elev.
100.00
¾" I. Pipe
97⁷
100²
construct pump
Well 52' Deep
6" Casing
97¹
97²
98⁶
install
water line
Construct
98⁵
99¹
98⁶
97⁸
100³
4 bays
shop
6 Cars
Shop
1
2
3
4
5
6
Future Open Storage
98⁷
98³
98⁹
100⁸
#2
(Septic Tank & Drain Field)
340.58
I. Pipe
Nail in P.P.
Assumed Elev. 100.79
98⁶
100⁸
60'
To Medford


25-14
Nail in P.P.
Assumed Elev.
100.00
¾" I. Pipe
97.2
97.7
100.2
Well 52' Deep
6" Casing
98.5
97.2
100.3
install
water line
97.2
340'±
6" Con. P.
97.2
98.5
97.5
100.3
4 bays
shop
6 Coted Boxes
Work Box
98.3
1
2
3
4
5
6
Shop
98.4
100.2
#2
install
hedge
(drain field)
98.4
100.1
98.4
100.2
I. Pipe
Nail in P.P.
Assumed Elev. 100.79
60'
To Medford

Yard to be [illegible] by [illegible] pieces and rocks. Top of rock to be elevation 100 along easterly edge and sloped to drain to the west. Floor of building should be about el 101

18-3309 Collier Memorial State Park 1961
Standard Latrine, The Dalles-
#5965 Calif. Hwy.

RECEIVED
SEP 24 1962
FOR FILING

5965

September 19, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #5965 awarded to P. J. Bush & Sons Const. Co., for construction of a standard latrine in Collier Memorial State Park on The Dalles-California Highway in Klamath County was completed on April 25, 1962, and accepted by the Highway Commission on May 25, 1962.

Final payment, in the amount of $1,726.40 will be released to the contractor on or after September 26, 1962. The total contract amount is $10,045.09 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
J. K. Pratt & Co.,
1190 Olive
Eugene, Oregon

cc: P. J. Bush & Sons Const. Co.,
909 Johnson Avenue
Cottage Grove
Oregon

RECEIVED
AY 1 1962
FOR FILING

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1962

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

P. J. Bush & Sons Construction Company completed work on the Collier Memorial State Park Latrine project on The Dalles-California Highway in Klamath County, Contract no. 5965, on April 25, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
[illegible] 1961

FOR FILING

5965

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1961

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

P. J. Bush & Sons began work on the Collier Memorial State Park Latrine Building Construction Project on The Dalles-California Highway in Klamath County, Contract No. 5965, on October 19, 1961.

Ivan D. Merchant
Bridge Engineer

dl

CC: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
FORM E-125
OCT 16 1961
FOR FILING

5965

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 16, 1961

P. J. Bush & Sons Const. Co.,
909 Johnson Avenue
Cottage Grove
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5965, awarded September 22, 1961, for a standard latrine in Collier Memorial State Park, Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 22 1961
FOR FILING

[illegible]

5965

September 21, 1961

C O P Y

Mr. Harley E. Lowe
516 Granite
Ashland, Oregon

Dear Mr. Lowe:

On September 15, 1961 the Highway Commission awarded you the following contracts, concerning which letters were written on the same day advising of the awards:

Job No. 8 - Ochoco Lake State Park Latrine, Crook County, in amount of $9,151.50, Contract No. 5958.

Job No. 13 - Laurelhurst State Park Latrine, Jackson County, in amount of $8,555.00, Contract No. 5963.

Job No. 17 - Collier Memorial State Park Standard Latrine, Klamath County, in amount of $8,932.75, Contract No. 5965.

Yesterday you telephoned and advised that you had qualified your bids, stating that you would accept only one project. I secured the proposals, which you had sent in, and found that you had written in the word "one" in the instructions to bidders section pertaining to qualification of bids.

This was discussed with the Chief Counsel and the Deputy Highway Engineer, and it was their feeling that the qualification that you had made should stand even though it was not made in the place intended, which is on the page immediately opposite the first page of the unit prices. The bids were restudied and the contract for the Ochoco Lake State Park Latrine has been awarded to you at your bid of $9,151.50. Contract forms will be prepared and forwarded to you in the near future.

This letter cancels and supercedes our letters of September 15 in which the three contracts were awarded to you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
cc: Forrest Cooper
Tom Edwards
Parks Dept.
L. I. Lindas
R. L. Porter
R.G. Savage (SIAC)
I. D. Merchant

I-5-3(24) Cottage Grove-Divide Sec., 1961
170 Pacific Hwy. (Grad. & Struct.) [redacted]
#5966

Agreements

K [illegible]

STATE COPY

| | | |
|---|---|---|
| Monthly transaction number<br>RECEIVED<br>AUG 30 1965 | F PR-2A U.S. DEPARTMENT OF COMMERCE<br>(5- 7) BUREAU OF PUBLIC ROADS | te<br>Oregon |
| Project report number<br>FOR FIL<br>I-5-3 11 (24) 170 | MODIFICATION OF FEDERAL-AID<br>PROJECT AGREEMENT<br>(PPM 21-7) | County<br>Lane |
| | | Project number<br>I-5-3(24)170 |

The Project Agreement for the above-referenced project entered into between the undersigned

5966 parties and executed by the Division Engineer on December 29, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 422,977.77

Revised Federal funds $ 373,848.92

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of August, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Klaboe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

~~XXX~~ By A. W. Parsons
(Division Engineer)

By: LR Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

Form Approved; Budget Bureau No. 41-R2089 12-29-61

RECEIVED
JAN 3 1962
FOR FILING
1-13

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. [illegible](24)170

FO R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROJECT AGREEMENT

*(PPM 21-7)*

ATE **Oregon**

COUNTY **Lane**

PROJECT NO. **I-5-3(24)170**

5976

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**US 99 Cottage Grove to Divide**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-1-61 | 5.1 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 396,629.00 | $ 364,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)
By R. L. Porter
Asst **State Highway Engineer**
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
(Division Engineer)
By: R C Wright
**R. C. Wright, Administrative Manager**
Date executed by Division Engineer **December 29, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

December 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Cottage Grove-Divide Section, Project No. I-5-3(24)170.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

November 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cottage Grove-Divide Section, Project No. I-5-3(24)170.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. I-5-3(24)170

## COTTAGE GROVE-DIVIDE SECTION
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1961

Type Code 0010
Roadway (Sta. 740+34.88 to Sta. 1014+50)(Contract 5966)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 30,000.00 |
| Drainage Excavation, Unclassified | 1,530 | cu.yds. | $ 2.50 | 3,825.00 |
| General Excavation, Unclassified | 274,000 | cu.yds. | 0.34 | 93,160.00 |
| Embankment in Place | 146,000 | cu.yds. | 0.56 | 81,760.00 |
| Extra for Selected Rock Embankment | 560 | cu.yds. | 6.50 | 3,640.00 |
| Short Overhaul | 915,000 | yd.stas. | 0.005 | 4,575.00 |
| Long Overhaul | 22,500 | C-yd.stas. | 0.34 | 7,650.00 |
| Finishing Roadbed and Slopes | All | Required | | 6,000.00 |
| Rounding Cutbanks | 7,700 | lin.ft. | 0.15 | 1,155.00 |
| 12-inch Corrugated Metal Pipe | 70 | lin.ft. | 3.30 | 231.00 |
| 15-inch Corrugated Metal Pipe | 190 | lin.ft. | 3.92 | 744.80 |
| 72-inch Corrugated Metal Pipe | 100 | lin.ft. | 41.75 | 4,175.00 |
| 12-inch Concrete Pipe | 200 | lin.ft. | 2.70 | 540.00 |
| 15-inch Concrete Pipe | 750 | lin.ft. | 4.42 | 3,315.00 |
| 18-inch Concrete Pipe | 1,030 | lin.ft. | 5.40 | 5,562.00 |
| 24-inch Concrete Pipe | 820 | lin.ft. | 7.60 | 6,232.00 |
| 36-inch Concrete Pipe | 45 | lin.ft. | 14.00 | 630.00 |
| 48-inch Concrete Pipe | 70 | lin.ft. | 20.15 | 1,410.50 |
| 4-inch Sewer Pipe | 160 | lin.ft. | 1.00 | 160.00 |
| 8-inch Sewer Pipe | 220 | lin.ft. | 1.80 | 396.00 |
| 12-inch Sewer Pipe | 1,530 | lin.ft. | 3.05 | 4,666.50 |
| Salvaging and Reinstalling Culvert Pipe | 20 | lin.ft. | 3.00 | 60.00 |
| 6-inch Perforated Metal Drain Pipe | 1,700 | lin.ft. | 2.35 | 3,995.00 |
| 8-inch Perforated Metal Drain Pipe | 1,550 | lin.ft. | 2.85 | 4,417.50 |
| Special Backfill in Drains | 570 | cu.yds. | 6.00 | 3,420.00 |
| 15-inch Culvert End Sections | 26 | only | 42.75 | 1,111.50 |
| 18-inch Culvert End Sections | 20 | only | 48.25 | 965.00 |
| 24-inch Culvert End Sections | 18 | only | 67.50 | 1,215.00 |
| 48-inch Culvert End Sections | 2 | only | 244.00 | 488.00 |
| Concrete Inlets, Type "D" | 2 | only | 100.00 | 200.00 |
| Concrete Inlets, Type "G" | 4 | only | 112.00 | 448.00 |
| Salvage and Reinstall Guard Rail | 70 | lin.ft. | 1.25 | 87.50 |
| Reconstruction of Type 2 Fence | 570 | rods | 5.00 | 2,850.00 |
| Reconstruction of Type 3 Fence | 400 | rods | 10.00 | 4,000.00 |
| Coarse Crushed Material in Base | 2,960 | cu.yds. | 3.15 | 9,324.00 |
| 3/4" - 0 Material in Base | 580 | cu.yds. | 3.15 | 1,827.00 |
| Sprinkling | 4,000 | M-gals. | 2.50 | 10,000.00 |
| Class "B" Asphaltic Concrete | 120 | tons | 9.50 | 1,140.00 |

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. (Item 42) | All Required | | $ 750.00 |
| Structural Excavation (Item 43) | 95 cu.yds. | $ 3.00 | 285.00 |
| Structural Excavation Below Elevation Shown (Item 44) | 10 cu.yds. | 10.00 | 100.00 |
| Class "A" Concrete (Item 47) | 73 cu.yds. | 68.00 | 4,964.00 |
| Metal Reinforcement (Item 48) | 10,900 lbs. | 0.13 | 1,417.00 |
| | | | $312,892.30 |
| Flagging (5½% of Contractor's Cost) | All Required | | $ 2,500.00 |
| Signing (Temporary) | All Required | | 1,300.00 |
| Seeding and Mulching | All Required | | 6,080.00 |
| | | | $ 9,880.00 |
| | Subtotal | | $322,772.30 |
| | 10% Engr. & Cont. | | 32,276.70 |
| | Total | | $355,049.00 |

Type Code X421
Martin Creek Bridge (#73614)(Sta. LN 995+10 to Sta. LN 995+90)(Contract 5966)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. (Item 39) | All Required | | $ 5,000.00 |
| Structural Excavation (Item 40) | 450 cu.yds. | $ 10.00 | 4,500.00 |
| Structural Excavation Below Elevation Shown (Item 41) | 15 cu.yd. | 20.00 | 300.00 |
| Class "A" Concrete (Item 45)(241 cu.yds.) | All Required | | 20,000.00 |
| Metal Reinforcement (Item 46)(66,700 lbs.) | All Required | | 8,000.00 |
| | Subtotal | | $ 37,800.00 |
| | 10% Engr. & Cont. | | 3,780.00 |
| | Total | | $ 41,580.00 |

Length of Roadway - - - - - - - 5.004 Miles
Length of 1 Structure - - - - 0.015 Mile
Length of 7 Structures - - - 0.166 Mile (Exceptions)
Total Length - - - - - - - - - 5.185 Miles
Cost of Roadway Per Mile - - $709,530.37

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $355,049.00 | $326,000.00 | $ 29,049.00 |
| Structure | 41,580.00 | 38,000.00 | 3,580.00 |
| | $396,629.00 | $364,000.00 | $ 32,629.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. I-5-3(24)170

Oregon State Highway Department

## COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 8, 1961

Type Code 0010
Roadway (Sta. 740+34.88 to Sta. 1014+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 20,000.00 |
| Drainage Excavation, Unclassified | 1,380 | cu.yd. | 3.00 | 4,140.00 |
| General Excavation, Unclassified | 274,000 | cu.yd. | 0.35 | 95,900.00 |
| Embankment in Place | 146,000 | cu.yd. | 0.75 | 109,500.00 |
| Extra for Selected Rock Embankment | 280 | cu.yd. | 3.25 | 910.00 |
| Short Overhaul | 915,000 | yd.sta. | 0.01 | 9,150.00 |
| Long Overhaul | 22,500 | C-yd.sta. | 0.35 | 7,875.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| Rounding Cutbanks | 7,700 | lin.ft. | 0.15 | 1,155.00 |
| 12-inch Corrugated Metal Pipe | 70 | lin.ft. | 3.75 | 262.50 |
| 15-inch Corrugated Metal Pipe | 190 | lin.ft. | 4.25 | 807.50 |
| 72-inch Corrugated Metal Pipe | 100 | lin.ft. | 42.00 | 4,200.00 |
| 12-inch Concrete Pipe | 200 | lin.ft. | 2.50 | 500.00 |
| 15-inch Concrete Pipe | 830 | lin.ft. | 3.50 | 2,905.00 |
| 18-inch Concrete Pipe | 1,080 | lin.ft. | 4.50 | 4,860.00 |
| 24-inch Concrete Pipe | 820 | lin.ft. | 6.00 | 4,920.00 |
| 36-inch Concrete Pipe | 45 | lin.ft. | 8.50 | 382.50 |
| 48-inch Concrete Pipe | 70 | lin.ft. | 15.00 | 1,050.00 |
| 4-inch Sewer Pipe | 160 | lin.ft. | 1.50 | 240.00 |
| 12-inch Sewer Pipe | 26 | lin.ft. | 2.50 | 65.00 |
| Salvaging and Reinstalling Culvert Pipe | 20 | lin.ft. | 3.00 | 60.00 |
| 6-inch Perforated Metal Drain Pipe | 1,700 | lin.ft. | 2.00 | 3,400.00 |
| 8-inch Perforated Metal Drain Pipe | 1,550 | lin.ft. | 2.50 | 3,875.00 |
| Special Backfill in Drains | 570 | cu.yd. | 6.00 | 3,420.00 |
| 15-inch Culvert End Sections | 30 | only | 35.00 | 1,050.00 |
| 18-inch Culvert End Sections | 22 | only | 50.00 | 1,100.00 |
| 24-inch Culvert End Sections | 18 | only | 75.00 | 1,350.00 |
| 48-inch Culvert End Sections | 2 | only | 250.00 | 500.00 |
| Salvage and Reinstall Guard Rail | 70 | lin.ft. | 1.50 | 105.00 |
| Reconstruction of Type 2 Fence | 570 | rods | 3.00 | 1,710.00 |
| Reconstruction of Type 3 Fence | 400 | rods | 5.00 | 2,000.00 |
| Coarse Crushed Material in Base | 2,960 | cu.yd. | 3.00 | 8,880.00 |
| 3/4" - 0 Material in Base | 580 | cu.yd. | 3.25 | 1,885.00 |
| Sprinkling | 4,000 | M-gal. | 3.00 | 12,000.00 |
| Class "B" Asphaltic Concrete | 120 | ton | 20.00 | 2,400.00 |
| Shoring, Cribbing, etc. (Item 39) | All | Required | | 100.00 |
| Structural Excavation (Item 40) | 95 | cu.yd. | 4.00 | 380.00 |
| Structural Excavation Below Elevation Shown (Item 41) | 10 | cu.yd. | 4.00 | 40.00 |

| | | | |
|---|---|---|---|
| Class "A" Concrete (Item 42) 44 | 73 cu.yd. | $55.00 | $ 4,015.00 |
| Metal Reinforcement (Item 45) | 10,900 lb. | 0.14 | 1,526.00 |
| | | | $323,618.50 |
| Flagging (57½% of Contractor's Cost) | All Required | | 2,500.00 |
| Signing (Temporary) | All Required | | 1,300.00 |
| Seeding and Mulching | All Required | | 6,080.00 |
| | | | $ 9,880.00 |

**Utilities**

| | | |
|---|---|---|
| Work by City of Cottage Grove (Water Line) | All Required | $ 1,500.00 |
| | Subtotal | $334,998.50 |
| | 10% Engr. & Cont. | 33,499.50 |
| | Total | $368,498.00 |

**Type Code X421**
**Martin Creek Bridge (#7861A)(Sta. LN 995+10 to Sta. LN 995+90)**

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. (Item 36) | All Required | $ | $ 5,000.00 |
| Structural Excavation (Item 37) | 450 cu.yd. | 6.00 | 2,700.00 |
| Structural Excavation Below Elevation Shown (Item 37) 38 | 15 cu.yd. | 10.00 | 150.00 |
| Class "A" Concrete (Item 42) (241 cu.yd. at $65.00) | All Required | | 15,665.00 |
| Metal Reinforcement (Item 43) (66,700 lb. at $0.13) | All Required | | 8,671.00 |
| | Subtotal | | $ 32,186.00 |
| | 10% Engr. & Cont. | | 3,218.00 |
| | Total | | $ 35,404.00 |

Length of Roadway - - - - - - 5.004 Miles
Length of 1 Structure - - - - 0.015 Mile
Length of 7 Structures- - - - 0.166 Mile (Exceptions)
Total Length- - - - - - - - - 5.185 Miles
Cost of Roadway Per Mile- - - $73,640.68

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $368,498.00 | $339,000.00 | $29,498.00 |
| Structure | 35,404.00 | 32,000.00 | 3,404.00 |
| | $403,902.00 | $371,000.00 | $32,902.00 |

Oregon State Highway Department

Federal Aid
Project No. I-5-3(24)170

## COTTAGE GROVE-DIVIDE SECTION
## OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 26, 1961

Type Code 0010
Roadway (Sta. 740+34.88 to Sta. 1014+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 20,000.00 |
| Drainage Excavation, Unclassified | 1,380 | cu.yds. | $ 3.00 | 4,140.00 |
| General Excavation, Unclassified | 274,000 | cu.yds. | 0.40 | 109,600.00 |
| Embankment in Place | 146,000 | cu.yds. | 0.75 | 109,500.00 |
| Extra For Selected Rock Embankment | 280 | cu.yds. | 3.25 | 910.00 |
| Short Overhaul | 915,000 | yd.stas. | 0.01 | 9,150.00 |
| Long Overhaul | 22,500 | C-yd.stas. | 0.35 | 7,875.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| Rounding Cutbanks | 7,700 | lin.ft. | 0.15 | 1,155.00 |
| 12-inch Corrugated Metal Pipe | 70 | lin.ft. | 3.75 | 262.50 |
| 15-inch Corrugated Metal Pipe | 190 | lin.ft. | 4.25 | 807.50 |
| 72-inch Corrugated Metal Pipe | 100 | lin.ft. | 42.00 | 4,200.00 |
| 12-inch Concrete Pipe | 200 | lin.ft. | 2.50 | 500.00 |
| 15-inch Concrete Pipe | 830 | lin.ft. | 3.50 | 2,905.00 |
| 18-inch Concrete Pipe | 1,080 | lin.ft. | 4.50 | 4,860.00 |
| 24-inch Concrete Pipe | 820 | lin.ft. | 6.00 | 4,920.00 |
| 36-inch Concrete Pipe | 45 | lin.ft. | 8.50 | 382.50 |
| 48-inch Concrete Pipe | 70 | lin.ft. | 15.00 | 1,050.00 |
| 4-inch Sewer Pipe | 160 | lin.ft. | 1.50 | 240.00 |
| 12-inch Sewer Pipe | 26 | lin.ft. | 2.50 | 65.00 |
| Salvaging and Reinstalling Culvert Pipe | 20 | lin.ft. | 3.00 | 60.00 |
| 6-inch Perforated Metal Drain Pipe | 1,700 | lin.ft. | 2.00 | 3,400.00 |
| 8-inch Perforated Metal Drain Pipe | 1,550 | lin.ft. | 2.50 | 3,875.00 |
| Special Backfill in Drains | 570 | cu.yds. | 6.00 | 3,420.00 |
| 15-inch Culvert End Sections | 30 | only | 35.00 | 1,050.00 |
| 18-inch Culvert End Sections | 22 | only | 50.00 | 1,100.00 |
| 24-inch Culvert End Sections | 18 | only | 75.00 | 1,350.00 |
| 48-inch Culvert End Sections | 2 | only | 250.00 | 500.00 |
| Salvage and Reinstall Guard Rail | 70 | lin.ft. | 1.50 | 105.00 |
| Reconstruction of Type 2 Fence | 570 | rods | 5.00 | 2,850.00 |
| Reconstruction of Type 3 Fence | 400 | rods | 6.00 | 2,400.00 |
| Coarse Crushed Material in Base | 2,960 | cu.yds. | 3.00 | 8,880.00 |
| 3/4" - 0 Material in Base | 580 | cu.yds. | 3.25 | 1,885.00 |
| Sprinkling | 4,000 | M-gals. | 3.00 | 12,000.00 |
| Class "B" Asphaltic Concrete | 120 | tons | 20.00 | 2,400.00 |
| Shoring, Cribbing, Etc. (Item 39) | All | Required | | 100.00 |
| Structural Excavation (Item 40) | 95 | cu.yds. | 4.00 | 380.00 |
| Structural Excavation Below Elevation Shown (Item 41) | 10 | cu.yds. | 4.00 | 40.00 |
| Class "A" Concrete (Item 44) | 73 | cu.yds. | 55.00 | 4,015.00 |
| Metal Reinforcement (Item 45) | 10,900 | lbs. | 0.14 | 1,526.00 |
| | | | | $338,858.50 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | | $ 2,500.00 |
| Signing (Temporary) | All Required | | 1,300.00 |
| Seeding and Mulching | All Required | | 6,080.00 |
| *Material Source (HW file No. 33495)(for materials to construct approx. 146,000 cu.yds. of Embankment in Place) | All Required | | 3,050.00 |
| | | | $ 12,930.00 |

Utility Work

| | | | |
|---|---|---|---|
| Work by City of Cottage Grove (Water Line) | All Required | | 1,500.00 |
| | Subtotal | | $353,288.50 |
| | 10% Engr. & Cont. | | 35,328.50 |
| | Total | | $388,617.00 |

Type Code X421
Martin Creek Bridge (#7861A)(Sta. LN 995+10 to Sta. LN 995+90)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. (Item 36) | All Required | | $ 5,000.00 |
| Structural Excavation (Item 37) | 450 cu.yds. | $ 6.00 | 2,700.00 |
| Structural Excavation Below Elevation Shown (Item 38) | 15 cu.yds. | 10.00 | 150.00 |
| Class "A" Concrete (Item 42)(241 cu.yds. at $65.00) | All Required | | 15,665.00 |
| Metal Reinforcement (Item 43)(66,700 lbs. at $0.13) | All Required | | 8,671.00 |
| | Subtotal | | $ 32,186.00 |
| | 10% Engr. & Cont. | | 3,218.00 |
| | Total | | $ 35,404.00 |

Length of Roadway - - - - - - - - - - - - 5.004 Miles
Length of 1 Structure - - - - - - - - - 0.015 Mile
Length of 7 Structures- - - - - - - - - 0.166 Mile (Exceptions)
Total Length- - - - - - - - - - - - - - 5.185 Miles
Cost of Roadway Per Mile- - - - - - - - $776,612.70

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $388,617.00 | $357,000.00 | $ 31,617.00 |
| Structure | 35,404.00 | 32,000.00 | 3,404.00 |
| | $424,021.00 | $389,000.00 | $ 35,021.00 |

* Elective source of materials see "Special Provisions".

Oregon State Highway Department

Federal Aid
Project No. I-5-3(24)170

## COTTAGE GROVE-DIVIDE SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 25, 1961

Type Code 0010
Roadway (Sta. 740+34.88 to Sta. 1014+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 20,000.00 |
| Drainage Excavation, Unclassified | 1,380 | cu.yds. | $ 3.00 | 4,140.00 |
| General Excavation, Unclassified | 274,000 | cu.yds. | 0.35 | 95,900.00 |
| Embankment in Place | 146,000 | cu.yds. | 0.75 | 109,500.00 |
| Extra for Selected Rock Embankment | 280 | cu.yds. | 3.25 | 910.00 |
| Short Overhaul | 915,000 | yd.stas. | 0.01 | 9,150.00 |
| Long Overhaul | 22,500 | C-yd.stas. | 0.35 | 7,875.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| Rounding Cutbanks | 7,700 | lin.ft. | 0.15 | 1,155.00 |
| 12-Inch Corrugated Metal Pipe | 70 | lin.ft. | 3.75 | 262.50 |
| 15-inch Corrugated Metal Pipe | 190 | lin.ft. | 4.25 | 807.50 |
| 72-inch Corrugated Metal Pipe | 100 | lin.ft. | 42.00 | 4,200.00 |
| 12-inch Concrete Pipe | 200 | lin.ft. | 2.50 | 500.00 |
| 15-inch Concrete Pipe | 830 | lin.ft. | 3.50 | 2,905.00 |
| 18-inch Concrete Pipe | 1,080 | lin.ft. | 4.50 | 4,860.00 |
| 24-inch Concrete Pipe | 820 | lin.ft. | 6.00 | 4,920.00 |
| 36-inch Concrete Pipe | 45 | lih.ft. | 8.50 | 382.50 |
| 48-inch Concrete Pipe | 70 | lin.ft. | 15.00 | 1,050.00 |
| 4-inch Sewer Pipe | 160 | lin.ft. | 1.50 | 240.00 |
| 12-inch Sewer Pipe | 26 | lin.ft. | 2.50 | 65.00 |
| Salvaging and Reinstalling Culvert Pipe | 20 | lin.ft. | 3.00 | 60.00 |
| 6-inch Perforated Metal Drain Pipe | 1,700 | lin.ft. | 2.00 | 3,400.00 |
| 8-inch Perforated Metal Drain Pipe | 1,550 | lin.ft. | 2.50 | 3,875.00 |
| Special Backfill in Drains | 570 | cu.yds. | 6.00 | 3,420.00 |
| 15-inch Culvert End Sections | 30 | only | 35.00 | 1,050.00 |
| 18-inch Culvert End Sections | 22 | only | 50.00 | 1,100.00 |
| 24-inch Culvert End Sections | 18 | only | 75.00 | 1,350.00 |
| 48-inch Culvert End Sections | 2 | only | 250.00 | 500.00 |
| Salvage and Reinstall Guard Rail | 70 | lin.ft. | 1.50 | 105.00 |
| Reconstruction of Type 2 Fence | 570 | rods | 3.00 | 1,710.00 |
| Reconstruction of Type 3 Fence | 400 | rods | 5.00 | 2,000.00 |
| Coarse Crushed Material in Base | 2,960 | cu.yds. | 3.00 | 8,880.00 |
| 3/4" - 0 Material in Base | 580 | cu.yds. | 3.25 | 1,885.00 |
| Sprinkling | 90 | M-gals. | 3.00 | 270.00 |
| Class "B" Asphaltic Concrete | 120 | tons | 20.00 | 2,400.00 |
| Shoring, Cribbing etc. (Item 39) | All | Required | | 100.00 |
| Structural Excavation (Item 40) | 95 | cu.yds. | 4.00 | 380.00 |
| Structural Excavation Below Elevation Shown (Item 41) | 10 | cu.yds. | 4.00 | 40.00 |
| Class "A" Concrete (Item 42) | 73 | cu.yds. | 55.00 | 4,015.00 |
| Metal Reinforcement (Item 45) | 10,900 | lbs. | .14 | 1,526.00 |
| | | | | $311,888.50 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | | $ 2,500.00 |
| Signing (Temporary) | All Required | | 1,300.00 |
| Seeding and Mulching | All Required | | 6,080.00 |
| Utilities | | | $ 9,880.00 |
| Work by City of Cottage Grove (Water Line) | All Required | | $ 1,500.00 |
| | Subtotal | | $323,268.00 |
| | 10% Engr. &Cont. | | 32,326.00 |
| | Total | | $355,594.00 |

Type Code X/21
Martin Creek Bridge (#7861A)(Sta. LN 995+10 to Sta. LN 995+90)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. (Item 36) | All Required | | $ 5,000.00 |
| Structural Excavation (Item 37) | 450 Cu.Yds. | $6.00 | 2,700.00 |
| Structural Excavation Below Elevation Shown (Item 37) | 15 cu.yds. | 10.00 | 150.00 |
| Class "A" Concrete (Item 42) (241 cu.yds. at $65.00) | All Required | | 15,665.00 |
| Metal Reinforcement (Item 43) (66,700 cu.yds. at $0.13) lbs | All Required | | 8,671.00 |
| | Subtotal | | $ 32,186.00 |
| | 10% Engr. & Cont. | | 3,218.00 |
| | Total | | $ 35,404.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . | 5.004 miles |
| Length of 1 structure . . . . . . . . . | 0.015 mile |
| Length of structures . . . . . . . . . | 0.166 (exceptions) |
| Total Length . . . . . . . . . . . . . | 5.185 miles |
| Cost of Roadway Per Mile . . . . . . . | $71,061.95 |

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $355,594.00 | $327,000.00 | $28,594.00 |
| Structure | 35,404.00 | 32,000.00 | 3,404.00 |
| | $390,998.00 | $359,000.00 | $31,998.00 |

Oregon State Highway Department

Federal Aid
Project No. I-5-3(24)170

## COTTAGE GROVE-DIVIDE SECTION OF THE

## PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1961

Type Code 0010
Roadway (Sta. 740+34.88 to Sta. 1014+50)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 20,000.00 |
| Drainage Excavation, Unclassified | 1,530 | cu.yd. | 3.00 | 4,140.00 |
| General Excavation, Unclassified | 274,000 | cu.yd. | 0.40 | 109,600.00 |
| Embankment in Place | 146,000 | cu.yd. | 0.75 | 109,500.00 |
| Extra for Selected Rock Embankment | 560 | cu.yd. | 3.25 | 1,820.00 |
| Short Overhaul | 915,000 | yd.sta. | 0.01 | 9,150.00 |
| Long Overhaul | 22,500 | C-yd.sta. | 0.35 | 7,875.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| Rounding Cutbanks | 7,700 | lin.ft. | 0.15 | 1,155.00 |
| 12-inch Corrugated Metal Pipe | 70 | lin.ft. | 3.75 | 262.50 |
| 15-inch Corrugated Metal Pipe | 190 | lin.ft. | 4.25 | 807.50 |
| 72-inch Corrugated Metal Pipe | 100 | lin.ft. | 42.00 | 4,200.00 |
| 12-inch Concrete Pipe | 200 | lin.ft. | 2.50 | 500.00 |
| 15-inch Concrete Pipe | 750 | lin.ft. | 3.50 | 2,625.00 |
| 18-inch Concrete Pipe | 1,030 | lin.ft. | 4.50 | 4,635.00 |
| 24-inch Concrete Pipe | 820 | lin.ft. | 6.00 | 4,920.00 |
| 36-inch Concrete Pipe | 45 | lin.ft. | 8.50 | 382.50 |
| 48-inch Concrete Pipe | 70 | lin.ft. | 15.00 | 1,050.00 |
| 4-inch Sewer Pipe | 160 | lin.ft. | 1.50 | 240.00 |
| 8-inch Sewer Pipe | 220 | lin.ft. | 2.00 | 440.00 |
| 12-inch Sewer Pipe | 1,530 | lin.ft. | 2.50 | 3,825.00 |
| Salvaging and Reinstalling Culvert Pipe | 20 | lin.ft. | 3.00 | 60.00 |
| 6-inch Perforated Metal Drain Pipe | 1,700 | lin.ft. | 2.00 | 3,400.00 |
| 8-inch Perforated Metal Drain Pipe | 1,550 | lin.ft. | 2.50 | 3,875.00 |
| Special Backfill in Drains | 570 | cu.yd. | 6.00 | 3,420.00 |
| 15-inch Culvert End Sections | 26 | only | 35.00 | 910.00 |
| 18-inch Culvert End Sections | 20 | only | 50.00 | 1,000.00 |
| 24-inch Culvert End Sections | 18 | only | 75.00 | 1,350.00 |
| 48-inch Culvert End Sections | 2 | only | 250.00 | 500.00 |
| Concrete Inlets, Type "D" | 2 | only | 100.00 | 200.00 |
| Concrete Inlets, Type "G" | 4 | only | 125.00 | 500.00 |
| Salvage and Reinstall Guard Rail | 70 | lin.ft. | 1.50 | 105.00 |
| Reconstruction of Type 2 Fence | 570 | rods | 5.00 | 2,850.00 |
| Reconstruction of Type 3 Fence | 400 | rods | 6.00 | 2,400.00 |
| Coarse Crushed Material in Base | 2,960 | cu.yd. | 3.00 | 8,880.00 |
| 3/4" - 0 Material in Base | 580 | cu.yd. | 3.25 | 1,885.00 |
| Sprinkling | 4,000 | M-gal. | 3.00 | 12,000.00 |
| Class "B" Asphaltic Concrete | 120 | ton | 20.00 | 2,400.00 |
| Shoring, Cribbing, Etc. (Item 39) | All | Required | | 100.00 |

| | | | |
|---|---|---|---|
| Structural Excavation (Item 40) | 95 cu.yd. | $4.00 | $ 380.00 |
| Structural Excavation Below Elevation Shown (Item 41) | 10 cu.yd. | 4.00 | 40.00 |
| Class "A" Concrete (Item 44) | 73 cu.yd. | 55.00 | 4,015.00 |
| Metal Reinforcement (Item 45) | 10,900 lb. | 0.14 | 1,526.00 |
| | | | $344,373.50 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | 2,500.00 |
| Signing (Temporary) | All Required | 1,300.00 |
| Seeding and Mulching | All Required | 6,080.00 |
| | | $ 9,880.00 |

**Utility Work**

| | | |
|---|---|---|
| Work by City of Cottage Grove (Water Line) | All Required | $ 1,500.00 |
| | Subtotal | $355,753.50 |
| | 10% Engr. & Cont. | 35,574.50 |
| | Total | $391,328.00 |

**Type Code X421**
**Martin Creek Bridge (#7861A) (Sta. LN 995+10 to Sta. LN 995+90)**

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. (Item 36) | All Required | $ | $ 5,000.00 |
| Structural Excavation (Item 37) | 450 cu.yd. | 6.00 | 2,700.00 |
| Structural Excavation Below Elevation Shown (Item 38) | 15 cu.yd. | 10.00 | 150.00 |
| Class "A" Concrete (Item 42) (241 cu.yd. at $65.00) | All Required | | 15,665.00 |
| Metal Reinforcement (Item 43) (66,700 lb. at $0.13) | All Required | | 8,671.00 |
| | Subtotal | | $ 32,186.00 |
| | 10% Engr. & Cont. | | 3,218.00 |
| | Total | | $ 35,404.00 |

Length of Roadway - - - - - - - - - 5.004 Miles
Length of 1 Structure - - - - - - - 0.015 Mile
Length of 7 Structures- - - - - - - 0.166 Mile (Exceptions)
Total Length- - - - - - - - - - - - 5.185 Miles
Cost of Roadway Per Mile- - - - - - $782,030.37

**SUMMARY OF FUNDS**

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $391,328.00 | $360,000.00 | $31,328.00 |
| Structure | 35,404.00 | 32,000.00 | 3,404.00 |
| | $426,732.00 | $392,000.00 | $34,732.00 |

RECEIVED
DEC 30 1964

FOR FILING

[illegible]

December 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending six copies of revised construction plans Sheet No. 6 for Project No. I-5-3(24)170, Contract No. 5966.

Approval to dispose of this excess on Right of Way File No. 21467 was given in your letter dated December 15, 1964.

We request one copy be returned approved for our files if it is found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Cl:mb

RECEIVED
NOV 19 1964

FOR FILING

[illegible]

November 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Cottage Grove-Divide Section of the Pacific Highway, Contract No. 5966, Project No. I-5-3(24)170 in Lane County was completed October 27, 1964.

This work was authorized by Order for State Force Work No. 3 dated July 31, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:cr

cc: R. H. Chase

[illegible]

original to Young with attach.
7-20-64

NOTED
LEROY P. SHAW

DAR:kc

[illegible]

RECEIVED
JUN 12 1964
FOR FILING

[illegible]

June 11, 1964

Great American Insurance Company
Portland Field Office
400 Failing Building
Portland, Oregon 97204

Attention: Mr. W. H. Gardner
Claim Manager

Gentlemen:

This is in reply to your letter of June 8 concerning the claim of Cecil James, subcontractor, in the amount of $6,039.41 for labor and materials furnished to L. S. Matusek which appears to be in connection with State Highway Contract No. 5966.

The only information that we have pertaining to this matter is the letter received from Mr. Ronald L. Ricketts, Attorney, and the attached claim which he submitted on behalf of Mr. James.

It is possible that Mr. Ricketts or Mr. James can furnish you with further details. Mr. James' address is 4260 South Pacific Highway, Phoenix, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

CWH:fkn

NOTED ON CARD
dc

# Great American Insurance Company
## New York

PORTLAND FIELD OFFICE
400 FAILING BUILDING
PORTLAND, OREGON 97204

June 8, 1964

Mr. C. W. Head
Assistant Secretary
Oregon State Highway Commission
State Highway Department
Salem, 10, Oregon

Dear Sir:

We have received a copy of your letter of June 2, 1964 addressed to Ronald L. Ricketts, an attorney in Medford, Oregon. It is apparent that Mr. Ricketts has addressed you in behalf of Cecil James, a subcontractor on the project executed by L. S. Matusek.

Your letter is our first knowledge that there was anything wrong with the project. Will you please advise us some further details, or direct us to someone who can supply such information in connection with contract No. 5966 for the grading and structure of the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

Yours very truly,

W. H. Gardner
Claim Manager

WHG:mb

RECEIVED
JUN - 9 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 3 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

C 9/1 b

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 2, 1964

Mr. Ronald L. Ricketts
Attorney at Law
1005 East Main
Medford, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 1 and attached claim of your client Cecil James, subcontractor, in the amount of $6,039.41 for labor and materials.

The claim states this to be in reference to the L. S. Matusek contract No. 5966 for grading and structure on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

The surety on this project is the Great American Insurance Company through Wells-Reed Insurance, 412 Failing Building, Portland. We will advise them that your letter has been received and we will also forward your client's Notice of Claim to the Secretary of State for filing.

We would appreciate hearing from you when this claim has been paid so that we can clear our records.

As requested we are enclosing a certified copy of the subject contract and bond.

NOTED ON CARD

File No. 4083

RECEIVED
JUN - 3 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

File No. 4083

C. W. Head

By
C. W. Head
Assistant Secretary

FILED
JUN 2 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Enclosure
cc: Great American Insurance Company
407 Failing Building
Portland 4, Oregon

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Mr. Jackson
Mr. Simpson

L. S. Matusek
3760 S. W. Jerald Court
Portland 1, Oregon

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

NOTED
C. W. HEAD

P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
JUN 8 - 1964
FOR FILING

June 2, 1964

Mr. Ronald L. Ricketts
Attorney at Law
1005 East Main
Medford, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 1 and attached claim of your client Cecil James, subcontractor, in the amount of $6,039.41 for labor and materials.

The claim states this to be in reference to the L. S. Matusek contract No. 5966 for grading and structure on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

The surety on this project is the Great American Insurance Company through Wells-Reed Insurance, 412 Failing Building, Portland. We will advise them that your letter has been received and we will also forward your client's Notice of Claim to the Secretary of State for filing.

We would appreciate hearing from you when this claim has been paid so that we can clear our records.

As requested we are enclosing a certified copy of the subject contract and bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

NOTED ON CARD
JC

CWH:jf
Enclosure
cc: Great American Insurance Company
407 Failing Building
Portland 4, Oregon

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Mr. Jackson
Mr. Simpson

L. S. Matusek
3760 S. W. Jerald Court
Portland 1, Oregon

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

**RONALD L. RICKETTS**
ATTORNEY AT LAW
1005 EAST MAIN
MEDFORD, OREGON

PHONE: 773-6221

June 1, 1964

Chief Clerk
State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed, for filing, is a Notice of Claim pursuant to ORS 279.528.

Also enclosed is an Affidavit which is forwarded for the purpose of obtaining a certified copy of the subject contract and bond. If there are any charges for these documents, please advise and the same will be paid forthwith.

Yours very truly,

Ronald L. Ricketts

Ronald L. Ricketts

RLR:rc

Encl.

RECEIVED
JUN - 2 1964
OREGON
STATE HIGHWAY COMMISSION

# AFFIDAVIT

STATE OF OREGON )
) ss.
County of Jackson)

I, Cecil James, being first duly sworn, depose and say as follows:

That I expended labor and furnished materials to L. S. Matusek in connection with the performance of his State Highway Contract No. 5966 on the Cottage Grove-Divide Section, Pacific Highway, Lane County, Oregon. That I have a claim against the said L. S. Matusek for the value of said labor and materials in the sum of $6,039.41. That said claim has not been paid.

That I make this Affidavit for the purpose of procuring a certified copy of the subject contract and the bond filed by the said L. S. Matusek.

Cecil James

Subscribed and sworn to before me this 1 day of June, 1964.

Donald A. Fretto
Notary Public for Oregon
My Commission Expires: 5-30-67

RECEIVED
JUN - 2 1964
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON
**DEPARTMENT OF STATE**
SALEM 97310

HOWELL APPLING, JR.
Secretary of State

June 2, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

We have received from Ronald L. Ricketts, Attorney at Law, 1005 East Main, Medford, Oregon and filed as of this date, a notice of claim by Cecil James for labor and materials expended and furnished in connection with a subcontract for highway construction involving the Cottage Grove-Divide Section, Pacific Highway, Lane County, pursuant to State Highway Contract No. 5966, in the sum of $6,039.41 against the bond taken from L. S. Matusek, principal, and Great American Insurance Company, surety, for the work of said State Highway Contract No. 5966.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Inger J. Henrikson
Public Records Section
(Miss) Inger Henrikson

IH:FK
Enc.

NOTED
C. W. HEAD

RECEIVED
JUN - 3 1964
OREGON
STATE HIGHWAY COMMISSION

# NOTICE OF CLAIM

TO STATE HIGHWAY COMMISSION, STATE OF OREGON:

Notice hereby is given that the undersigned Cecil James has a claim for labor and materials expended and furnished in connection with a subcontract for highway construction involving the Cottage Grove-Divide Section, Pacific Highway, Lane County, pursuant to State Highway Contract No. 5966, in the sum of $6,039.41 against the bond taken from L. S. Matusek as principal, and Great American Insurance Company as surety, for the work of said State Highway Contract No. 5966.

Dated this 1st day of June, 1964.

Cecil James

Cecil James

RECEIVED
JUN - 2 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

File #4082

FILED
JUN 2 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
MAY 20 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

May 11, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Reg. Coordin

08-35.7

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-3(24)170
Cottage Grove-Divide Section
Disposal of Excess Right-of-Way, File 21425
(Mr. Moehring's May 1, 1964 letter)

Your proposal to dispose of the excess parcel is hereby approved. We are returning one copy of the submission.

Attach.

original To Moehring with attach.
de Young
5-20-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 9 1964
FOR FILING

January 9, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On December 4, 1963, we wrote to you concerning release of final payment on contract #5966, awarded to L. S. Matusek, for grading-structure on the Cottage Grove-Divide Section of Pacific Highway in Lane County.

Final payment on this contract is $21,849.97 and the total contract amount is $361,579.61, including $5,483.72 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. L. S. Matusek
3760 SW Jerald Court
Portland 1, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
DEC 11 1963

[illegible] LING

[illegible](IV)17[illegible]

[illegible]

December 10, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 2
December 18, 1963 Meeting

Gentlemen:

We have received a request for an extension of time from Mr. L. S. Matusek, contractor on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966. The contractor requests an additional 33 workdays because of delays caused by wet weather and the need for additional work on the project.

The weather and the effects of weather were considered when the workday charges were made originally, so this portion of his claim is not valid. Our records do show, however, that all the work performed after August 2, 1963, was work that had not been previously anticipated and was done under appropriate Price Agreements. This work consisted of excavation of unstable material from below the roadway grade line and the reshaping of existing shoulders to conform to present design standards.

We therefore recommend that the number of workdays charged after August 2 be granted as an increase without assessment of liquidated damages. This would be an increase of 27 days and would raise the total allowable workdays to 162 days. The project was completed on September 11, 1963 with 170 workdays charged, so the contractor will still be assessed eight days liquidated damages.

This increase has been approved by the Bureau of Public Roads and your approval is recommended. This matter will be presented to you at the December 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

| | | |
|---|---|---|
| cc | Floyd Query | F. D. Morgan |
| | R. L. Porter | L. H. Young |
| | Lloyd P. Shaw | C. H. Maison |
| | Victor D. Wolfe | |

CHB:fp bbc

RECEIVED
JAN 15 1964
FOR FILING

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date July 29, 19 63

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 135 days to 168 days, within which to complete our Contract No. 5966, without the assessment of liquidated damages. The said contract is described as follows:
Grading & Structure - Cottage Grove-Divide Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (a) 3/1/63 to 5/19/63 & 6/3/63 to 6/9/63 sub-grade too wet to grade because of rains and springs. (b) 6/24 to 7/25 rains made embankment area too wet to grade and compaction impossible. (c) Embankment grade in areas are being re-excavated and refilled as per price agreement - added item. (d) Shoulder area located at the South end of project being reworked which was not shown on drawings but required to meet Bureau standards, as well as State standards. This item also is per price agreement.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Dec. 18, 1963 for 27 added workdays
Floyd Query
Secretary

L. S. Matusek
Contractor

By L. S. Matusek

---

**CONSENT OF SURETY**

Date AUGUST 3, 19 63

We, GREAT AMERICAN INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred Reed
Fred C. Reed Attorney-in-fact

(SEAL)

WELLS-REED-WOOD-WEST CO.
Resident Agent

**OREGON STATE HIGHWAY COMMISSION**

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5966 Contractor L. S. Metusek

Highway Pacific

Section Cottage Grove-Divide

Kind of Work Grading & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend grant of 27 day increase for extra work performed after August 2, 1963.

Recommended for Approval:

Division Engineer

Asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

| | |
|---|---|
| Contract No. | 5966 |
| Project designation | I-5-3 (24) 170<br>State-Federal |
| Date awarded | September 15, 1961 |
| Work started | September 20, 1961 |
| Per cent completed | 100% 9/20/63<br>Date |
| No. of Workdays Allowed | 135 |
| No. of Workdays Used | 170 |
| No. of Added Workdays Requested | 33 |

## RAINFALL RECORDS * COTTAGE GROVE AREA * 1963

| | Dam | Official |
|---|---|---|
| Jun 1 | 0.00 | 0.00 |
| 2 | 0.00 | 0.24 |
| 3 | 0.27 | 0.03 |
| 4 | T | 0.07 |
| 5 | 0.13 | 0.23 |
| 6 | 0.20 | 0.00 |
| 7 | T | 0.00 |
| 8 | 0.00 | 0.00 |
| 9 | 0.02 | 0.00 |
| 10 | T | 0.00 |
| 11 | 0.00 | 0.00 |
| 12 | 0.00 | 0.00 |
| 13 | 0.00 | 0.00 |
| 14 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 |
| 16 | 0.00 | 0.00 |
| 17 | 0.00 | 0.00 |
| 18 | 0.00 | 0.00 |
| 19 | 0.00 | 0.00 |
| 20 | 0.00 | 0.15 |
| 21 | 0.18 | 0.12 |
| 22 | 0.96 | 1.03 |
| 23 | 0.09 | T |
| 24 | 0.11 | 0.06 |
| 25 | 0.11 | 0.15 |
| 26 | 0.03 | 0.00 |
| 27 | 0.00 | 0.14 |
| 28 | 0.36 | 0.75 |
| 29 | 0.26 | 0.03 |
| 30 | 0.11 | 0.00 |

| | Dam | Official |
|---|---|---|
| Jul. 1 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 |
| 4 | 0.21 | 0.23 |
| 5 | 0.07 | 0.00 |
| 6 | T | 0.04 |
| 7 | 0.03 | 0.10 |
| 8 | 0.31 | 0.06 |
| 9 | 0.02 | 0.00 |
| 10 | 0.02 | 0.10 |
| 11 | 0.01 | 0.00 |
| 12 | 0.00 | 0.00 |
| 13 | 0.00 | 0.00 |
| 14 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 |
| 16 | 0.00 | 0.00 |
| 17 | 0.00 | 0.00 |
| 18 | 0.00 | 0.00 |
| 19 | 0.00 | 0.00 |
| 20 | 0.00 | 0.00 |
| 21 | 0.00 | 0.00 |
| 22 | 0.10 | 0.12 |
| 23 | 0.00 | T |
| 24 | 0.01 | 0.00 |
| 25 | 0.00 | 0.00 |
| 26 | 0.00 | 0.00 |
| 27 | 0.00 | 0.00 |
| 28 | 0.00 | 0.00 |
| 29 | 0.00 | 0.00 |
| 30 | 0.00 | 0.00 |
| 31 | 0.00 | 0.00 |

| | Dam | Official |
|---|---|---|
| Aug 1 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 |
| 4 | 0.00 | 0.00 |
| 5 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 |
| 10 | 0.00 | 0.00 |
| 11 | 0.00 | 0.00 |
| 12 | 0.00 | 0.00 |
| 13 | 0.00 | 0.00 |
| 14 | 0.00 | 0.00 |
| 15 | 0.00 | 0.00 |

Dam recording unit located at Cottage Grove Dam, Corps of Engineers.

Official Weather Bureau station approximately ¼ mile west of Station 830. It is read by Earl Stewart of Cottage Grove.

477 Cottage Street NE.
Salem, Oregon 97301

December 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DA

**Request for Time Extension - Oregon Project I-5-3(24)170, Cottage Grove - Divide Section, Pacific Highway**

We have received and reviewed your letter of November 5, 1963 requesting our concurrence in an extension of time of 27 days, subject project.

We find that, although the contractor did in fact perform other work during the life of Price Agreements Nos. 3 and 4 referred to, this would have undoubtedly have been done much sooner had the changes not been necessary.

For this reason we concur in assessment of only 8 days liquidated damages and a time extension of 27 days, as requested.

Original To Morgan
12-6-63

NOTED
LLOYD P. SHAW

DEC 4 1963

November 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Cottage Grove-Divide Section
Pacific Highway
Project No. I-5-3(24)170

Dear Sir:

We have received a request from L. S. Matusek, contractor on the subject project, for an extension of time in the amount of 33 workdays. The reasons cited by the contractor to justify this increase are wet weather and additional unanticipated work.

The wet weather is not a reason for an extension of time, because this was taken into account when the workday charges were made. There were, however, two items of additional work which did delay completion of the project.

Under Price Agreement No. 3, approximately 12,000 cubic yards of unsuitable material was removed from embankment areas and replaced with better material. Also, under Price Agreement No. 4, the existing ten-foot shoulder, which would be on the left side of southbound traffic, was cut back to a six-foot width to conform to present design standards. Work on both these price agreements started about August 2, 1963, at which time all the originally anticipated work had been completed.

Due to the fact that this additional work required more time after completion of all other work on the project, it is recommended that an increase equal to the number of days charged after August 2 be granted. This would amount to 27 workdays.

The original allowance was 135 workdays. The project has been completed and a total of 170 workdays were charged. A grant of 27 additional workdays will still leave eight days for which liquidated damages will be assessed.

Your concurrence in our recommendation for an increase of 27 days is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

The original allowance was 135 workdays. The project has been completed and a total of 170 workdays were charged. A grant of 27 additional workdays will still leave eight days for which liquidated damages will be assessed.

Your concurrence in our recommendation for an increase of 27 days is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
C. H. Maison

CHB:fp: ajw

FORM E-30 50M 3-63 69607

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1963

SUBJECT: Extension of Time
Cottage Grove-Divide Section
Pacific Highway
Contract No. 5966

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a request from L. S. Matusek, contractor on this grading project, for an extension of time in the amount of 33 work days. The reasons cited by the contractor to justify the increase in allowable work days are wet weather and additional work.

The wet weather is not a reason for an extension of time because this was taken into account when the work day charges were made. There were, however, two items of additional work which did delay completion of the project.

Under Price Agreement No. 3, approximately 12,000 cubic yards of unsuitable material was removed from embankment areas and replaced with better material. Also, under Price Agreement No. 4 the existing 10-foot shoulder which would be on the left side of southbound traffic was cut back to a 6-foot width to conform to present design standards. Work on both these price agreements started about August 2, 1963 at which time all the originally anticipated work had been completed.

Due to the fact that this additional work required additional time after completion of all other work on the project, it is recommended that an increase equal to the number of days charged after August 2 be granted. This would amount to 27 work days.

The original work day allowance was 135 work days. The project has been completed and a total of 170 work days were charged. A grant of 27 additional work days will still leave 8 days for which liquidated damages will be assessed.

This matter has been discussed with Mr. Grafe of the Bureau of Public Roads who concurs in this recommendation. Rough drafts to the Bureau and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By J Putnam
J. F. Putnam
Assistant Construction Engineer

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:fp
Attach.
cc L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
DEC 4 - 1963

FOR FILING

[illegible]

[illegible]

December 2, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 11 on Contract No. 5966. The contract was with L. S. Matusek and was for grading and structure on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 2, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
NOV 29 1963

FOR FILING

Salem, Oregon
November 27, 1963

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5966, with L. S. Hutmack for grading and structure on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, completed September 11, 1963.

L. H. Young
Office Engineer

LHY:jb

cc: Floyd Query
C. H. Nelson
F. B. Morgan

RECEIVED
NOV 21 1963

FOR FILING

5966

November 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith are the original and one copy of the certification that all payrolls have been submitted in accordance with the provisions of Contract No. 5966, Cottage Grove-Divide Section of the Pacific Highway in Lane County, Project No. I-5-3(24)170.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

FORM E-1 (REV. 5-62)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER

WEEK ENDING: November 17, 1963

SECTION: Cottage Grove - Divide

SECTION PREFIX: 620-1073

HIGHWAY: Pacific

COUNTY: Lane

NAME OF JOB: Cottage Grove - Divide

KIND OF WORK: Grading

CONTRACTOR: L. S. Matusek

CONTRACT NUMBER: 5966

FEDERAL AID PROJECT NUMBER: I-5-3(24)170

DATE OF CONTRACT: September 15, 1961

DATE WORK STARTED: September 20, 1961

ESTIMATED COMPLETION DATE: September 11, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS: 135

WORK DAYS USED: 170

PERCENT OF TIME ELAPSED: 126

PROJECT AUTHORIZATION: $ 407,331.34

ENGINEERING AUTHORIZATION: $ 28,965.79

EXCLUSIVE OF ENGINEERING: $ 378,365.55

ENGINEERING COST TO DATE: $ 51,069.26

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 369,164.25

PERCENT OF AUTHORIZATION: 176.3 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

DATE PROJECT WAS COMPLETED: September 11, 1963

## ESTIMATED PERCENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L. PROD. | |
|---|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | | | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 5.0 | 0.5 | | | |
| MILES PARTIALLY COMPLETED | | | | | |
| MILES COMPLETED | 5.0 | 0.5 | | | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 420,000 | 3,540 | | | |
| TOTAL QUANTITIES CORRECTED TO DATE | 404,675 | 3,429 | | | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 404,675 | 3,429 | | | |
| AVERAGE DAILY QUANTITIES | | | | | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | completed | | | | |
| NUMBER OF SHIFTS PER DAY | | | | | |
| HOURS PER SHIFT | | | | | |

EQUIPMENT USED DURING THE WEEK:

None

| | WEATHER | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|
| SUNDAY | Showers | | |
| MONDAY | " | | |
| TUESDAY | Partly Cloudy | | |
| WEDNESDAY | Showers | | |
| THURSDAY | Rain | | |
| FRIDAY | Paryly Cloudy | | |
| SATURDAY | | | |

NOTED
JOHN R. OAKES

NOTED
LLOYD P. SHAW

DIVISION
NOV 18 1963

JBP
C.E.

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

The semi-final estimate was typed, all data assembled and boxed. It was delivered to the Division Office Friday.

Seeding and mulching the slopes on this project has not been done, but we have been informed that the State seeding crew will do this work as soon as their schedule permits.

This is the final report for this project.

SIGNED

ADDRESS Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 17 1963

FOR FILING

5966

September 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 11, 1963, on Contract No. 5966, Cottage Grove-Divide Section, in Lane County, in connection with Federal-Aid Project No. I-5-3(24)170.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:jb
cc: H. S. Cox

RECEIVED
SEP 17 1963
FOR FILING

Salem, Oregon
September 17, 1963

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on September 11, 1963, on Contract No. 5966, Cottage Grove-Divide Section, in Lane County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

The estimated date on which contractor will complete the removal of equipment and plant and the cleaning up of the site is September 20, 1963.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:____________________

Conditions noted on above date:

Construction Engineer

DBP:jb

RECEIVED
SEP 17 1963
FILING

September 17, 1963

Oregon Pacific and Eastern Railroad Co.
101 S. 10th Street
Cottage Grove, Oregon

Dear Sir:

This is to advise you that work was completed September 11, 1963, on the Cottage Grove-Divide Section in Lane County, State Highway Contract No. 5966.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

DBP:jb

cc: C. H. Meisen

RECEIVED
OCT 23 1962
FOR FILING
5966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 22, 1962

Mrs. Louise Yazzolino
Insurance Assistant
Georgia-Pacific Corporation
Equitable Building
Portland 4, Oregon

RE: Cottage Grove-Divide Section
Contract No. 5966
Lane County

Dear Mrs. Yazzolino:

All work on this project to be performed on or adjacent to the right of way of the Oregon Pacific and Eastern Railroad Company was completed early last summer. We are therefore advising the contractor, L. S. Matusek, that the railroad protective insurance need not be extended beyond the September 15, 1962 expiration date.

Very truly yours,

F. D. Morgan
Construction Engineer

By
Klaboe
F. B. Klaboe
Assistant Construction Engineer

NOTED

cc L. S. Matusek
3760 S. W. Jerald Court
Portland, Oregon
FBK:fp

cc General Files (G. S. Paxson)
L. R. Chandler

RECEIVED
OCT 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1962
FOR FILING

5966

September 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering temporary drains at the ends of embankments on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal-Aid Project No. I-5-3(24)170.

Protective work is necessary to prevent excessive erosion during winter rains. Structures are not completed and surfacing has not been done. Temporary drains are to be installed to control the runoff and prevent erosion of the new grade. Permanent corrections will be made upon completion of the structures and surfacing.

This work was verbally approved by the BPR Area Engineer, September 21, 1962. Your approval as of that date is requested. The Field has been authorized to proceed as an emergency measure to have the corrective work done before the rains start.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
SEP 11 1962
FOR FILING

5966

477 Cottage Street NE
Salem, Oregon

September 12, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(24)170, Contract #5966
Cottage Grove-Divide Section
Order for State Force Work No. 3
Seeding and Mulching

Reference is made to your letter dated August 31, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
9-14-62

NOTED
A. L. PORTER

RECEIVED

5966

L. S. MATUSEK
*General Contractor*
3760 S. W. JERALD COURT - CA. 2-4421
PORTLAND 1, OREGON

September 8, 1962

Oregon State Highway Dept.
P. O. Box 1128
Roseburg, Oregon
Attn: L. W. Rulien, Asst. Division Engineer

Dear Sir:

In reply to your letter of August 31,1962 regarding Contract 5966, Cottage Grove - Divide Section, I have watched daily, as you already know, the progress being made and wish to advise that it is being pushed to the limit. Additional equipment certainly would not have been practical due to the extreme wet conditions of the material we had to work with from the North end of the project to the river. We did not have a cut or a fill area that could be completed at one time. These areas were small and compaction was a problem at all times. The equipment you have seen certainly worked at half-trottle because of the tough going both from the rigid specifications required, as well as other factors. Fortunately after a lot of hard work, the compaction tests reported to us were good.

The area mentioned is now in the finishing stages, and the major portion of the equipment is now working out of the borrow area. Starting Monday, we are going on two shifts and hope this will build your confidence regarding our progress.

Even though we still have forty six working days left, we still want to get the job done and believe we can if the weather remains good and everyone cooperates.

NOTED
R. L. PORTER

Sincerely,

L. S. Matusek

L. S. Matusek

LSM/bm
cc: F. D. Morgan
J. C. Chapman

RECEIVED
SEP 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
*RECEIVED*
SEP 11 1962

Send copy to Porter
MBK

RECEIVED
SEP 10 1962
FOR FILING

FORM [illegible] 6-61 36681

5966

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1962

SUBJECT: Expediting Cottage Grove-
Divide Section
Contract No. 5966

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

An attempt was made to contact the contractor on this project late on the afternoon of September 6, but we were unable to make contact. The expediting of this contract was discussed with the Resident Engineer, and he advised that beginning Monday, September 10, the contractor had indicated that he would run two shifts on this grading work.

There remains in the vicinity of 140,000 cubic yards of excavation to remove. The contractor anticipates to move from 4,000 to 5,000 yards per shift, which on a very conservative estimate would be in the neighborhood of 7,000 cubic yards per day and would indicate perhaps 20 workdays remaining to complete this excavation. This would put the completion date sometime in the middle of October which is still adequate as far as workdays are concerned and possible for completion unless we have unusually wet weather during the latter part of September. It is anticipated that the contractor will substantially complete his grading work sometime around the first of November.

F D Morgan

F. D. Morgan
Construction Engineer

FDM:fp

cc L. R. Chandler
J. C. Chapman

RECEIVED
SEP 6 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
SEP 5 1962
FOR FILING

5966

Salem, Oregon
September 4, 1962

Cottage Grove-Divide Section
Pacific Highway
Contract 5966
Lane County

Mr. F. D. Morgan
Construction Engineer
Building

Reference is made to the Resident Engineer's weekly report for the period ending August 25, 1962. The report indicates that 267,000 yards, out of a total of 420,000, have been moved to date. It appears that this is an extremely poor accomplishment, inasmuch as the contractor has been on the job for nearly a year. The major concern is to get the grading work completed this season so as not to delay the surfacing and paving work.

You will please contact the contractor and see if anything can be done to avoid having this work hold over until another season.

Please give me a report on this as soon as possible.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Roseburg, Oregon
August 31, 1962

Mr. L. S. Matusek
3760 S. W. Jerold Court
Portland 1, Oregon

Re: Completion of Contract 5966
Cottage Grove-Divide Section

Dear Sir:

Reference is made to the subject project and, in particular, to the work which remain to be done. On various occasion during the past month, we have discussed the amount of work remaining on your project and, in particular, our mutual desire to complete the grading prior to the advent of winter rains which, if in sufficient quantity, would no doubt curtail further grading activities until possibly late Spring. You have indicated to me that you are desirous of and, in fact, plan to complete this project this Fall.

After inspecting the amount of equipment you have on the job; the rather large amount of work remaining; and the late date, I do not believe that your present rate of progress will allow completion and, therefore, respectfully suggest that you take a hard look at your present schedule and determine if it is not indeed desirable to either bring more equipment to the job or to work the equipment you have a second shift.

I would appreciate it if you would apprise me of your thinking in this regard.

Very truly yours,

L. W. Rulien
Asst. Division Engineer

LWR:ds
cc: F. D. Morgan
J. C. Chapman

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
SEP 4 1962

RECEIVED
SEP 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Sent copy to Porter MK.

RECEIVED
..G 31 1962
FOR FILING

5966

August 31, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-230, covering seeding and mulching on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24) 170.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $6,080.00, with Federal participation of $5,472.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

2

RECEIVED
JUL 27 1962

FOR FILING

[illegible]

5966

Salem, Oregon
July 27, 1962

Omission of Operator of
Rented Tractor From Payroll
Cottage Grove-Divide Section
Contract No. 5966

L. E. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon

Reference is made to Mr. J. C. Chapman's inquiry of July 24th regarding the omission of the operator of a rented D-7 Dozer from the payroll on the Cottage Grove-Divide Section, Contract No. 5966.

We have had a ruling from the Bureau of Public Roads with regard to this problem as follows:

> All laborers and mechanics employed on a Federal Aid Project must be carried on the contractor's or subcontractor's payroll and at a wage that is not below that as shown on the Schedule of Predetermined Minimum Wage Rates as set up for the particular project. The only exception to this ruling is in the case of owner-operated trucks.

It will therefore be necessary for Mr. Matusek to submit supplementary payrolls covering the tractor driver in question for the period that he has been employed on the job.

Please advise Mr. Matusek of the need for compliance.

L. H. Young
Office Engineer

LHY:mb
cc: J. C. Chapman
L. S. Matusek
F. D. Morgan
M. H. Juve

FORM E-30 50M 11-61 40230

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1962

SUBJECT: Operator of Rented Tractor
Cottage Grove-Divide Section
Contract No. 5966

To: Mr. L. H. Young
OFFICE ENGINEER
Salem

The case in question, concerning the omission of the operator of a rented tractor from the contractor's payrolls, has been discussed with the Bureau of Public Roads and the following rulings noted and decisions made.

All laborers and mechanics employed on a Federal Aid Project must be carried on the contractor's or sub-contractors payroll and at a wage that is not below that as shown on the Schedule of Predetermined Minimum Wage Rates as set up for the particular project. The only exception to this ruling is in the case of owner-operated trucks.

It will, therefor, be necessary for Mr. Matusek to submit supplementary payrolls, covering the tractor driver in question, for the period, that he has been employed on the job.

Maurice N. Juve

MAURICE N. JUVE
Chief Cost Analyst

FORM E-30 50M 11-58 15880

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
July 24, 1962

SUBJECT:

To: Mr. L. H. Young
Office Engineer
Salem, Oregon

Attached is a letter from L. S. Matusek, Contractor on the Cottage Grove - Divide Section of the Pacific Highway, submitted with his weekly payroll.

This letter was submitted to us when we called the Contractor's attention to the omission of the operator of the rented D-7 dozer. Is this procedure permissable. If not what steps should the contractor take.

J. C. Chapman

J. C. Chapman
Resident Engineer

JCC:kl

cc: L. R. Chandler

1
~~C Hait~~
Jane

**L. S. MATUSEK**
*General Contractor*
3760 S. W. JERALD COURT - CA. 3-4431
PORTLAND 1, OREGON

July 21, 1962

Oregon State Highway Department
Eugene, Oregon
Attn: Mr. J. C. Chapman

Dear Sir;

This letter will confirm our conversation Thursday, July 19,1962, during which time I stated that the D7 tractor is being rented with operator at $ 2,000.00 per month from W. A. Woodard.

W. A. Woodard will not rent this tractor without his operator, and therefore the operator is not listed on my employee list furnished you weekly. I would have rented one - less operator - but have been unable to locate one.

Sincerely,

L. S. Matusek
L. S. Matusek

LSM/bm

9

RECEIVED
JUN 19 1962
FOR FILING

7 [illegible]

5966

June 19, 1962

Oregon State Game Commission
Post Office Box 4136
Portland 8, Oregon

Gentlemen:

Re: Cottage Grove-Divide Section
Pacific Highway
Lane County

Enclosed are two prints from Sheet No. 6 of the preliminary plans for the above project. On this sheet is shown the installation of a 60-inch round corrugated metal pipe. This is on a grade line of one per cent and carries Pass Creek under a frontage road which is to be constructed.

Will you please examine the print and advise as to your approval of the installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.

bc Mr. Forrest Cooper

FORM E-30 50M 6-61 36661

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 15, 1962

SUBJECT: Preliminary Plans

☒ Culverts

☐ Channel Changes

To:

Mr. G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

The following preliminary plans are transmitted herewith for your review with the Fish Commission of Oregon and the Oregon State Game Commission prior to contracting.

Bids are to be received on August 8, 1962

Cottage Grove-Divide Section

Pacific Highway Lane County

| Sheet No. | Stream Name | Station | Culvert Size Or Channel Change |
|---|---|---|---|
| 6 | Pass Creek | $F^3$ 22+65 | 60" |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Frank L. Hall
Chief Designer

By:
Wm H Sample

NOTED
G. S. PAXSON

RECEIVED
JUN 19 1962
FOR FILING

June 19, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Your Files No. 328
R/W Files 33306 and 33305
Cottage Grove-Divide Section
Pacific Highway

We have had considerable correspondence with reference to the settlement of title on the so-called Lindstrom property, where the Lindstroms claim ownership up to 30 feet from your railroad center line and your records show ownership 100 feet from your center line. I refer you particularly to my letters of May 16 and May 25 and your letter of May 23, 1962.

The project upon which this right of way will be used is scheduled for letting in August and we must soon acquire the property in order to clear the project with the U. S. Bureau of Public Roads.

The earliest consideration that you can give the matter will be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. E. M. Williamson
bc Mr. Forrest Cooper
Mr. Fred Klaboe
Mr. Jack Sollis

RECEIVED
JUN 5 1962
FOR FILING

5466

477 Cottage Street N.E.
Salem, Oregon

May 31, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

C. O. Polk, Division Engineer
Salem, Oregon

By: T. Dec
Acting Division Engineer

Oregon Project I-5-3(24)170
Cottage Grove-Divide Section
State Force Order No. 2

Reference is made to your letter dated May 23, 1962 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work contemplated under the order.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Original To Young
with attachment
6-5-62

RECEIVED
JUN 4 1962
FOR FILING

[illegible]

5916

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon
May 29, 1962

SUBJECT: Construction Speed Zone
Pacific Highway

To: MEMO TO FILE

Agenda Item: 3c(1)

The State Highway Commission at its meeting of May 25 approved the placement of the following temporary construction speed zone:

35 MPH .. on the Cottage Grove-Divide Section of the Pacific Highway in Lane Co., between M.P. 144.0 and 149.2, effective 8 a.m., PST, April 23, 1962.

F. B. Crandall
Traffic Engineer

njc

cc: Tom Edwards
L. R. Chandler
D. J. Sage

NOTED
TOM EDWARDS

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 30 1962
FOR FILING

May 25, 1962

Southern Pacific Company
Union Station
Portland 9, Oregon
Attention Mr. A. W. Kilborn

Your File No. 322
File No. 33306, 33305
~~Cottage Grove-Divide Section~~
Pacific Highway

Gentlemen:

Referring to your letter of May 23, 1962, concerning the title of the Railroad in the SE¼ of SE¼, Section 11, Township 21S, Range 4 West of the Willamette Meridian.

You are correct in that the Deed recorded in Book 119, Page 5, is not involved here since it covers the NW¼ of SE¼ of Section 11. This was pointed out to us in your letter of March 29th. By the same letter you set forth your claim to a 200 foot right-of-way over the SE¼ of SE¼ by virtue of the Act of 1866.

Deed recorded in Book 119, Page 5, was brought up in my letter of March 16, since the same appeared on a title report as a result of our description being "a parcel of land lying in the SE¼ of Section 11"; while actually the property we are taking is confined to the SE¼ of SE¼. Therefore, this deed should not be considered.

We would be pleased to receive your decision as soon as possible as to the basis upon which settlement can be made for this strip since our contract date is drawing near. The attorney for the Lindstroms indicates that they should receive the major portion of the value of the property due to the improvements. As I pointed out in my earlier letter, they claim title by virtue of their deed which begins 30 feet from the center line of the railroad. If you could give us a figure as to what the Railroad would require for a quitclaim deed, we will present it to the Lindstroms for possible settlement.

Very truly yours,

G. S. Paxson
Deputy State Highway Engineer

GSP:jh

4-59

B-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

May 23, 1962

322

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Your letter of April 9, 1962, files 33305 and 33306 Cottage Grove-Divide Section Pacific Highway, and also your letter March 16:

In checking over our ownership of this property and securing copy of deed recorded in Book 119, Page 5, Lane County records, notice a slight discrepancy between information contained in your letter March 16 and a copy of deed secured from Lane County. Have particular reference to location of this property, since your letter states that this property in question is in SE ¼ of SE ¼, Sec. 11, Township 21S, Range 4 west; and deed recorded in Book 119, page 5, states that this property is in NW ¼ of SE ¼ of Sec. 11, Township 21S, Range 4 west.

Please clarify this discrepancy between recorded deed and information contained in your letter March 16.

Yours truly

A W Kilborn

RECEIVED
MAY 24 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 24 1962
FOR FILING

[illegible]

5966

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233, covering installation of horizontal drains on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal-Aid Project No. I-5-3(24)170.

This work is necessary to stabilize cut slopes, where seepage water is developing slides. Frontage roads are endangered.

The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews available for it. The amount is too small to be done economically by contract, and no contractors equipped for this type of work are available. The order has been verbally approved by the B.P.R. area engineer.

The total estimated amount of the order is $4,860 with Federal participation of $4,374.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:cr

RECEIVED
[illegible] 1962
FOR FILING

FORM CD-121

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

5966

**TO** : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

**DATE:** May 21, 1962

CGPolk

**FROM** : C. G. Polk, Division Engineer
Salem, Oregon

Copies To:
Morgan
[illegible]
5-23-62

**SUBJECT:** Water Supply to Merrick Property
Cottage Grove-Divide Section, Pacific Freeway
Project No. I-5-3(24)170

We are in receipt of your letter of May 3, 1962, setting forth three alternates for reestablishing subject water line.

On the basis of your submission setting forth the access and functional problems involved, we concur in your proposal to proceed on the basis of a new well to be drilled as set forth in Alternate #3.

RECEIVED
MAY 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 1962
FOR FILING

5966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Water Supply to Merrick Property
Cottage Grove-Divide Section
Pacific Highway
Project No. I-5-3(24)170

Dear Mr. Polk:

Near London Road Undercrossing on this project, there is in existence a 1" water line which supplies water to the residence of Dr. Merrick (see R/W File 32832). This existing water line is in conflict with the grading of the main line of the freeway and with both the on-ramp and off-ramp at London Road.

We have prepared estimates for three alternate methods of adjusting this facility. They are: (1) Relocate in approximately the same location, but at greater depths; (2) Relocate via London Road Structure; and (3) Dig a new well and abandon the existing line.

Our estimate for alternate #1 is $1,323. This would leave the crossing at approximately the same location as it is now, but due to the on and off-ramps, could not be encased from one access control line to the other. It would require three separate casings across each roadway and would require entry upon the freeway for maintenance.

Our estimate for alternate #2 is $1,661. This would require that the pipe placed on London Road Undercrossing Structure be insulated. The danger would be that insufficient insulation might be placed on this pipe so that during a prolonged extreme cold spell the line could freeze and both disrupt service to the property and spill water onto the freeway in a curve.

Our estimate for alternate #3 is from $1,428. to $1,855., depending on the required depth of the well. This alternate has been accepted as suitable by the property owner and would not have the disadvantages of alternates #1 and #2.

In view of the small difference in the estimated costs of the various alternates, your concurrence in our proposal to proceed on the basis of alternate #3 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
W. T. Wright
L. R. Chandler

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OFFICE OF
STATE HIGHWAY ENGINEER

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April 27, 1962

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Cottage Grove-Divide Section of the Pacific Highway. This is between Mile Point 144.0 and Mile Point 149.2 in Lane County.

This speed zone was placed in effect at 8:00 a.m., Monday, April 23.

The matter will be on the agenda for your consideration at the Highway Commission meeting on May 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RLP:ajw hlb

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APR 26 1962
FOR FILING

I-5-3(24)170

5966

April 25, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the extension of the double 30" conduit at Station 761+75 on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal-aid Project No. I-5-3(24)170.

This work is necessary to protect the City of Cottage Grove 14" water mains crossing under the highway. The 30" metal conduit will need to be extended 16 feet at each end. In order to maintain the water supply without interruption half round bolted-type conduit extensions are required.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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APR 23 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:00 a.m., Monday, April 23, permission will be granted for the establishment of a 35 MPH construction speed zone on the Cottage Grove-Divide Section of the Pacific Highway between M.P. 144.0 and M.P. 149.2.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By J. Al. Head
J. Al. Head
Assistant Traffic Engineer

pk
bc: Tom Edwards

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APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 17 1962
FOR FILING

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5966

Salem, Oregon
April 16, 1962

B/W Files 33305 and 33306
Cottage Grove-Divide Section
Pacific Highway

Mr. W. T. Wright

Attached is a copy of a letter from the Southern Pacific Company having to do with the matter of title on the above files.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

4-59

8-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

April 13, 1962

IN REPLY PLEASE REFER TO
322

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Acknowledge receipt of your letter April 9, 1962, regarding files 33305 and 33306 Cottage Grove-Divide Section Pacific Highway.

Further study will be made of title of ownership of our property in SE¼SE¼ of Section 11, Township 21 South, Range 4 West, and will advise method of clearing title to this property in near future.

Yours truly

AW Kilborn

RECEIVED
APR 16 1962
OREGON
STATE HIGHWAY COMMISSION

April 9, 1962

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. A. W. Kilborn

Files Nos. 33305 & 33306
Cottage Grove-Divide Section
Pacific Highway

Gentlemen:

Reference is made to your letter of March 29, 1962, outlining the interest of the Southern Pacific Company along the Cottage Grove-Divide Section of the Pacific Highway.

Herman A. Lindstrom, the abutting owner North of the railroad in the SE¼SE¼ of Section 11, Township 21 South, Range 4 West, W. M., bases his title on the deed from S. A. Martin to the O & C RR Co., conveying only a 60 foot right of way, and his deed as recorded in Volume 299, Page 648, Deed Records of Lane County, Oregon, which begins "30 feet North of the center of the S. P. Railroad track on the Section line between Sections 11 and 12". He also claims title by virtue of his possession thereof by himself and his predecessors and the placing thereon of valuable improvements.

It is not, however, our intent to decide the question of title existing between two claimants. If possible, we would like to acquire the interest of both claimants by amicable settlement if it can be done within the limits of our appraisals. If not, the solution would be to file our suit in condemnation against both, so that the Court may determine the legal owner thereof.

Could you advise us as to the basis upon which the Southern Pacific Company would convey their interest in the parcel as previously outlined. We would then present that to Mr. Lindstrom and use it as a possible basis of settlement with him.

Very truly yours,

G. S. PAXSON
Deputy State Highway Engineer

JK
~~GSP~~:bh
cc: Mr. W. T. Wright
Mr. L. W. Riley

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APR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 6 1962
FOR FILING

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5966

Salem, Oregon
April 5, 1962

Files Nos. 33305 & 33306
Cottage Grove-Divide Section
Pacific Highway
Lane County

Mr. James R. Kuhn
Staff Attorney
BUILDING

Under date of March 9, you wrote me concerning your files 33305 and 33306, having to do with right of way in the vicinity of Divide.

I wrote to the Southern Pacific Company on March 16, with copy to Mr. Wright, and I now attach the original of an answer from the railroad company regarding the matter.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

4-59

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

March 29, 1962

322

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter March 16, regarding Cottage Grove-Divide Section Pacific Highway Lane County:

While there does appear to be conflicting information as to correct width of railroad right of way at this point, we claim a right of way of 200 feet in width as shown on our valuation maps. This 200 ft. width strip is claimed under the Act of Congress dated July 25, 1866, under which Act our predecessor company (O & C Railroad Co.) could claim a 200 ft. wide right of way over any lands which were public domain as of date of said Act.

Apparently this 40-acre tract, i.e., SE¼-SE¼-Sec. 11, was homesteaded by a settler some time between the 1866 Act of Congress and the completion of this line of railroad in 1871 or 1872, because the O & C RR Co. took a deed dated April 20, 1872, from S. O. Martin et al for the center 60 foot wide portion of wider R/W claimed under the earlier Act of Congress. This deed was recorded April 22, 1872, in Deed Book 1, at page 11, Lane Co. This latter deed applies only to right of way over SE¼ of SE¼ of Section 11.

The O & C RR Co. deed in which a 100 foot wide right of way is referred to covered only the NW¼ of SE¼ of Section 11, and is not part of the property which you show outlined in red on drawing submitted with your letter March 16.

Valuation Map sheet 49, V-16, shows that right of way 200 feet wide is also claimed by railroad over NW¼ of SE¼ of Section 11 under the 1866 Act of Congress. It appears that under the subsequent Act of Congress of 1875 the O & C RR Co. also acquired the entire 40 acre tract (NW¼-SE¼-Section 11), and it is this second acquisition which gives rise to what seems to be a conflict of right of way width.

Whenever the O & C RR Co. sold any of the granted lands under the provisions of the 1875 Act, it usually reserved a 100-ft. wide right of way and certain water and mineral rights from such a conveyance. However, this is not the same right of way claimed under the earlier Act because the present railroad line had already been constructed and put in operation prior to the time that the balance of the 40-acre tract was acquired by the 1875 Act. However, when the Railroad sold the 40 acres by deed of August 12, 1885, it failed to reserve the 200-foot R/W claimed under the 1866 Act and used the usual reservation of a 100-ft R/W that was customary in conveyances of its granted lands acquired under the 1875 Act.

From the foregoing, it is our conclusion that we are entitled to claim the 200-ft. wide strip of right of way acquired under Act of Congress dated July 25, 1866.

Yours truly

AWKilborn

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1962
FOR FILING

4966

March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the reconstruction of a 1½-inch water line on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

A 1½-inch water pipe to a residence is above the established roadway grade. The pipe crosses the new location to a spring to provide domestic water. It was not shown on the plans, but must be moved to clear for construction.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
MAR 19 1962
FOR FILING

5966

March 16, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Cottage Grove-Divide Section
Pacific Highway
Lane County

In acquiring right of way for the section between Cottage Grove and Divide on the Pacific Highway, we have run into a rather puzzling situation.

I am attaching a copy of a right-of-way map showing the area near the Divide Undercrossing of your tracks. The property is in the SE¼SW¼ of Section 11, Township 21 South, Range 4 West. Your railroad maps indicate that you have a right of way of 100 feet northerly from your center line. However, there is a deed recorded in Book 119, Page 5, Lane County Deed Records, indicating that the O & C Railroad Company conveyed this property with a reservation of a strip of land 100 feet wide. This would, of course, indicate that your right of way was 50 feet wide each side of your railroad center line.

It would be appreciated if you would clear up this matter of title for us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. W. T. Wright

FORM E-30 8OM 6-61 36881

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 9, 1962

SUBJECT: Files Nos. 33305 & 33306
Cottage Grove-Divide Section
Pacific Highway

To:
Mr. G. S. Paxson
Deputy State Highway Engineer
Office

This concerns the question of title of the railroad right of way as it exists over and across the SE¼SE¼ of Section 11, Township 21 South, Range 4 West. According to Floyd Scott, the railroad maps indicate they have a right of way 100 feet Northerly of their center line. However, a deed recorded in Book 119, Page 5, Lane County Deed Records, indicates that the O & C Railroad Company conveyed the SE¼SE¼ reserving a strip of land 100 feet wide. This, of course, would give them only 50 feet on the North side.

I understand that Mr. Hershberger discussed this with you and he requested that I furnish you with a copy of the map, which is attached, indicating the disputed area.

James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:bh
Att. Map

RECEIVED
MAR 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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15 1962
FOR FILING

5966

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Forrest Cooper, State Highway Engineer
Salem, Oregon

**DATE:** February 13, 1962

**FROM** : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

CG Polk

**SUBJECT:** Oregon Project I-5-3(24)170
Contract No. 5966, Cottage Grove-Divide Section

Attached is the approved copy of Order for Extra Work covering temporary signing on the subject project.

On future requests for approval of this general type work, it is requested that under the heading "Explanation" you indicate that the item has been included in either the approved P. S. and E. or agreement estimate, whichever is applicable at the time the extra work order is submitted.

The addition of such a statement would obviate the need of a file search in this office. It would also be informative to our higher offices and conceivably could obviate the need of answering a questioning letter from those offices.

Attachment

Young
with attachment 2-14-62

RECEIVED
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FOR FILING
5966

February 1, 1962

Mr. C. C. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering directional signing on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, warning signs and barricades required of the contractor for the safety of traffic and workmen.

Equipment rental rates will be in accordance with the State-A.G.C. agreement and the contractor's percentage allowance in accordance with the provisions of the contract.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
DEC 12 1961
FOR FILING

5966

December 12, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the construction of median drains at bridge ends on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

This work is necessary to correct slide conditions and prevent further slides on the railroad property. One slide has occurred, putting slide material on the railroad tracks.

Remedial work will consist of 12" metal pipe drains at bridge ends and connections to the culvert pipe paralleling the railroad. This work has been verbally recommended for approval by the BPR Area Engineer. Due to the emergency of protecting the railroad from future slides some work has been done.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
DEC 12 1961
FOR FILING

5966

December 11, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 284 covering slide removal and log barrier by the Railroad Company on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. 1-5-3(4)170.

This order is to reimburse the Oregon, Pacific and Eastern Railroad Company for expense incurred in removing slide material from our highway fill, constructing and removing a log barrier to protect its tracks from further slide encroachment. The area is at the end of the structure to be constructed under a future contract. The work has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $395 with Federal participation of $355.

Your approval of this order under the provisions of PPM 30-3 as of November 22, 1961, when the emergency occurred, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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FOR FILING

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5966

November 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the relaying of a 4" water main on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

This water main was not shown on the plans. It is located, in part, above the subgrade elevation. It is necessary to adjust it for construction.

Prior tentative approval of the BPR was secured and in order to expedite construction, authorization was given the Field to proceed with the work as an emergency measure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBF:bb

Enc.

9

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NOV 13 1961
FOR FILING

5966

**L. S. MATUSEK**
*General Contractor*
3760 S. W. JERALD COURT - CA. 3-4421
PORTLAND 1, OREGON

November 10, 1961

State Highway Department
Salem, Oregon

Attn: Floyd Query, Secretary

Dear Mr. Query:

Inclosed is our check No. 50 in the amount of $ 6,000.00, which is the amount due for the use of the borrow area near Station 950 on the Cottage Grove - Divide Section, Contract No. 5966.

Please acknowledge receipt at your earliest convenience.

Check sent to
Acct. Div.
11-13-61
[illegible]

Sincerely,

L. S. Matusek
L. S. Matusek

NOTED
FLOYD QUERY

LSM/bm

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NOV 13 1961
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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5966

November 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the reconstruction of a private water line on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

The 2-inch water line at Station 818+40 is not shown on the plans. The right of way agreement, file No. 32450, stipulates that the pipe shall be protected. It is proposed to replace the present pipe crossing the highway with plastic on account of the grade change and to place the new pipe in a 4-inch conduit, which will be placed at contract prices.

No special or additional benefit will accrue to the property owner because of this order. Verbal approval has been given by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
OCT 13 1961
FOR FILING

I-5-3(24)170

5966

October 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the reconstruction of a private water line on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

In accordance with the right of way agreement, File 21431, the State is to preserve the water line crossing and provide a 6" carrier pipe under the roadway. The line was originally located on private property and it is the State's obligation to pay for adjusting the line.

This work has been verbally recommended for approval by the B.P.R. Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
OCT 12 1961
FOR FILING

[illegible]

5966

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 12, 1961

Mr. L. S. Matusek
3760 SW Jerald Court
Portland 1
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5966, awarded September 15, 1961, for grading-structure on the Cottage Grove-Divide Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 3 1961
FOR FILING

[illegible]

October 3, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, Contract No. 5966, in connection with Federal Aid Project No. I-5-3(24)170.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DRP:bm

RECEIVED
SEP 28 1961
FOR FILING

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5166

September 28, 1961

L. S. Matusek
General Contractor
3760 S. W. Jerald Court
Portland 1, Oregon

Dear Mr. Matusek:

This is to acknowledge receipt of your letter of September 27, 1961 stating that you will use the borrow area near Station 950 on the Cottage Grove-Divide Section, Contract No. 5966, and that you will pay $6,000 within 60 days from the award of the contract.

A copy of your letter is being forwarded to the Engineering Division for such action as is necessary.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jme

cc: W. C. Williams
F. D. Morgan

**L. S. MATUSEK**
*General Contractor*
3760 S. W. JERALD COURT - CA. 3-4421
PORTLAND 1, OREGON

September 27, 1961

State Highway Department
Salem, Oregon

Attn: Floyd Query, Secretary

Dear Mr. Query:

This letter is to advise you that we will use the Borrow Area at approximately Station 950 on the Cottage Grove - Divide Section project contract no. 5966. The lump sum amount of $6,000.00 will be paid you within 60 days from the award date of the contract.

Please acknowledge receipt of this letter at your earliest convience.

L. S. Matusek
L. S. Matusek

LSM:kl

cc: F. D. Morgan
J. C. Chapman

RECEIVED
SEP 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 25 1961
FOR FILING

[illegible]

5966

September 25, 1961

Georgia Pacific Corporation
P.O. Box 248
Springfield, Oregon

Attention: Mr. Carl Rayner, Land Manager

Gentlemen:

We are mailing under separate cover, a copy of our Contract No. 5966 with L. S. Matusek, covering grading and structure work on the Cottage Grove-Divide Section of the Pacific Highway in Lane County.

This contract applies to work described in our letter of transmittal to you dated May 8, 1961, at which time we mailed you preliminary copies of the special provisions and plans for the above-named project bids for which were rejected in September and job readvertised without further changes for the letting of September 13, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Mr. G. S. Paxson

JWR:bm

Form E-1—(Rev.)—

# OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 23, 1961

Section Cottage Grove - Divide

Highway Pacific County Lane

Contractor L. S. Matusek

Date of contract , 19

Date work started September 20, 1961

Project authorization $

Exclusive of engineering $

Estimated cost of completed project, exclusive of engineering Authorization not received

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $ 2,798, %

Kind of work grading

Section prefix 620-1073

Contract number 5966

Specified work days 135

Work days used 0

Per cent of time elapsed %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 4 | 0 | 0 | 0 | 0 | 0 | 0 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor moved a dozer onto the project September 20th and started clearing just south of 16th Street separation. A second dozer worked Thursday PM and Friday clearing area South of London Road and pioneering roads in this vicinity.

NOTED

C. E. PAULSEN

1961

Anticipated date of completion

August 31

Signed J E Chapm

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | 420,000 | 3,540 | | | 120 |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 9 | | | | |
| Average force on project for week | 3 | | | | |
| Men | 2 | | | | |
| Supervision | 1 | | | | |
| Men and trucks under 3 tons | | | | | |
| Men and trucks over 3 tons | | | | | |
| Men and tractors | | | | | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers 2, Compaction rollers .........., Backhoe 1, . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Partly Cloudy | | |
| Monday | Showers | | |
| Tuesday | Cloudy to Fair | | |
| Wednesday | Partly Cloudy | | |
| Thursday | Fair | | |
| Friday | " | | |
| Saturday | | | |

Clear & Grub

775 782

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities (contract) | 420,000 | 3,540 |  |  | 120 |
| Total quantities corrected to date |  |  |  |  |  |
| Estimated quantities moved or placed to date |  |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 9 |  |  |  |  |
| Average force on project for week | 3 |  |  |  |  |

|  |  |
|---|---|
| Men | 2 |
| Supervision | 1 |
| Men and trucks under 3 tons |  |
| Men and trucks over 3 tons |  |
| Men and tractors |  |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers ....2...., Compaction rollers .........., Backhoe 1 .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Partly Cloudy |  |  |
| Monday | Showers |  |  |
| Tuesday | Cloudy to Fair |  |  |
| Wednesday | Partly Cloudy |  |  |
| Thursday | Fair |  |  |
| Friday | " |  |  |
| Saturday |  |  |  |

Clear & Grub ~~[illegible]~~

775 782

RECEIVED
SEP 5 1961
FOR FILING
I-5-3(24)-70
5796

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 29, 1961

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Cottage Grove-Divide Section
Pacific Highway - Lane County

We have today approved the agreement between the State and the Oregon, Pacific & Eastern Railway Co. covering the proposed construction near Cottage Grove on Project I-5-3(24)170, submitted with your letter of August 25, 1961.

If you desire a copy in your files bearing our approval stamp, please send us an additional copy.

Copy to Edwards
Porter

NOTED
FORREST COOPER

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1961

FOR FILING

July 31, 1961

Office of the Solicitor
U. S. Department of Labor
Washington 25, D. C.

Gentlemen:

Would you please give us a 30-day extension on the Labor Determination for the Cottage Grove-Divide Grading Project on the Pacific Highway in Lane County. Your decision No. Y-28770 dated June 14, 1961, is presently set up to expire on September 13, 1961. We find that we will be unable to award the contract by that time. We would appreciate it if we could receive the extension by August 18, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bm

cc: Mr. C. G. Polk

RECEIVED
JUN 5 1961

FOR FILING

[illegible]

[illegible]

June 2, 1961

Durbin Bros. Construction Company
4110 West 11th
Eugene, Oregon

Gentlemen:

We have your letter of May 25 in which you refer, in general, to the policy re gravel and borrow pits, and specifically, to the Cottage Grove-Divide Unit.

We are in accord with your thinking in this matter but, so far, have been unable to work out a satisfactory arrangement which will conform to the Bureau of Public Roads' policy covering these matters.

This matter has been discussed with committees of the AGC and we have attempted to work out a satisfactory solution which will assure us reimbursement from the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. A. H. Harding - Identical letters have been sent to S. W. Groesbeck and C. R. O'Neil
Mr. W. C. Williams

WALTER J. DURBIN, PH. DI 5-3029
HOWARD DURBIN, PH. DI 5-4110

OFFICE PH. DI 4-1153

CLARENCE DURBIN, PH. DI 4-7192
WALLACE DURBIN, PH. DI 4-5147

DURBIN BROS. CONSTRUCTION CO.

4110 West 11th
Route 5 Box 490
EUGENE, OREGON

REFERRED TO
Cooper
By State Highway Engineer

May 25, 1961

REFERRED TO
W C Williams

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This letter refers to borrow areas furnished by the contractor. We recommend the State Highway Department secure options and establish royalties for borrow material before advertising the project for bids, rather than having the contractor secure the borrow material.

When our company went over the Cottage Grove-Divide Section let for bids on May 23, 1961, we found the only practical supply of borrow material for embankment in place, to be furnished by the contractor, was held under exclusive option.

Such conditions would seem to limit competitive bidding in the future when embankment construction is made from materials taken from any source other than the required excavations.

We feel it is to costly and to much duplication of effort when each contractor goes through the same process of procuring options with the limited time set for inspection of these projects.

Very truly yours,

Durbin Bros.

Wallace R. Durbin
Partner

WRD:mf

RECEIVED
MAY 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE AND SHOP
MOHAWK ROAD
SPRINGFIELD

TELEPHONES:
OFFICE: RI 6-3722
HOME: DI 4-8214

**S. W. GROESBECK**
CONSTRUCTION & ENGINEERING
P.O. BOX 646
EUGENE, OREGON

REFERRED TO
W C Williams

May 25, 1961

REFERRED TO
Cooper
By State Highway Engineer

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We request that the present method of securing borrow areas for embankment-in-place jobs be changed from the present system whereby the contractor furnishes his own areas to one where the State Highway Commission would furnish the borrow area, either by outright purchase, or by State-arranged lease, or purchase option with materials available to the contractor on a royalty basis.

We feel the present method whereby each bidder must make individual pre-bid arrangements to purchase property, or obtaining material on a royalty basis to be very time consumning and expensive. We also feel the present method of contractor-furnished borrow areas tends to make the bidding less competitive, as in the case of the Cottage Grove-Divide Section for which you recently received only one bid. On this particular project there was only one feasible borrow area, which was already under exclusive lease.

Very truly yours,

S. W. GROESBECK

S. W. Groesbeck
Owner

RECEIVED
MAY 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1961
FOR FILING

May 26, 1961

C. R. O'Neil
General Contractor
Rt. 2, Box 95
Creswell, Oregon

Dear Sir:

This is to acknowledge your letter of May 25 in regard to construction of the Cottage Grove-Divide Section of the Pacific Highway, on which project bids were received May 23.

Your letter suggests that the Commission acquire borrow areas on all projects where they are needed to be made available to contractors so that there would be more competitive bidding.

Copies of your letter are being forwarded to the individual members of the State Highway Commission and to Mr. W. C. Williams, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Commission
Mr. W. C. Williams

FAQ:fp

**C. R. O'NEIL**
GENERAL CONTRACTOR
TWILIGHT 5-2911
ROUTE 2, BOX 95
CRESWELL, OREGON

May 25, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

In reference to the Cottage Grove-Divide Section of the Pacific Highway project which you called for bids on May 23, 1961.

I wish to complain of the manner in which the Special Provisions called for the Contractor to furnish his own borrow for the fill materials. I spent considerable time and expense trying to locate a borrow site, of which none was available, except one which had allready been taken by an exclusive option by another contractor, either prior to or at the time this project was advertised for bids. These conditions have occurred on other jobs in the past, and I am also sure if this condition is not changed it will also occur in the future.

I would like to suggest, that the Highway Commission acquire the Borrow Areas on all projects where they are needed, and make them available to all contractors at no cost, if this is not possible, then there should be a price specified in the Special Provisions on a yardage basis or Lump sum. It is my feeling, that this practice eliminates competitive bidding, I have knowledge of certain parties acquiring options on property for Borrow pits far in advance of the call for bids on various projects.

I was unable to submit an intelligent and economical bid to you on the above noted project, because of these conditions.

Hoping that these conditions can be changed immediately, I remain.

Yours very truly,

C. R. O'Neil

cc; Portland Chapter AGC

RECEIVED
MAY 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 8 1961
FOR FILING

[illegible]

May 8, 1961

Georgia Pacific Corporation
P. O. Box 248
Springfield, Oregon

Attention Mr. Carl Raynor, Land Manager

Gentlemen:

We are mailing you, under separate cover, a copy of the special provisions and plans covering grading and structure work on the Cottage Grove-Divide Section of the Pacific Highway in Lane County, bids for which are to be received in Salem on May 23, 1961.

In general the construction work does not encroach upon O.P & E. Railroad property except for fill encroachment and pipe extension work at the north end of the project as shown on Sheet No. 3 of the plans for this project.

The special provisions augment our standards for railroad protection, particularly as given on pages 45 to 61 inclusive of the special provisions, and our contractor is to provide $250,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: G. S. Paxson

RECEIVED
MAY 4 1961

FOR FILING
I-5-3(24)170

408 State Highway Building
Salem, Oregon

May 1, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-3(24)170

We have approved, as of this date, the P. S. and E. documents for the grading and draining of two additional lanes of the Cottage Grove-Divide Section of the Pacific Freeway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of entry have been acquired and pending receipt of executed railroad agreement.

NOTED

RECEIVED
MAY 2 1961
FOR FILING

COMMISSIONERS
MIKE McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 1, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Right of Way Status
Cottage Grove-Divide
Section
Grading

Dear Sir:

Rights of way have been acquired on 25 of the 27 files on the subject project.

File No. 32832 - Merrick - $760. No land involved. A taking of access rights only which will be completed prior to date of bid opening.

File No. 32648 - Oregon Pacific and Eastern Railroad Company. This file covers an easement. Mr. Paxson advises me that all elements of the railroad agreement and easement have been settled and that the Railroad Company has the documents in their possession for signature. He expects the documents to be returned very soon.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. W. L. Porter

FORREST COOPER

RECEIVED
MAY 1 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
MAR 31 1961
FOR FILING

agenda 4e-4
3-10-61

March 27, 1961

Hon. W. L. Workman, Sr.
Mayor
City Hall
Cottage Grove, Oregon

Dear Sir:

The State Highway Commission at its meeting on March 10, 1961, adopted a survey concerning improvement of the Cottage Grove-Divide Section of the Pacific Highway. For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 229).

You will recall that a public hearing on this project was held in Cottage Grove on December 16, 1960, and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Mr. Jess Hill, Commissioner
Board of County Commissioners
Court House
Eugene, Oregon

Mr. Victor D. Wolfe

fp

FORM E-30 50M 7-60 29395

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1961

**SUBJECT:** Survey Approval Map
Cottage Grove-Divide Section
Pacific Highway
Lane County

**To:**

Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are 13 prints of the above named survey approval map with the suggested letter to the Commission.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

NOTED
FORREST COOPER

RECEIVED
FEB 28 1961
FOR FILING
I-5-3(24)
5946

Throughway
Complete Control

February 28, 1961

Oregon State Highway Commission

Gentlemen:

Our survey on the Cottage Grove-Divide Section of the Pacific Highway has been completed. This project is for four-laning the existing two-lane freeway and will require a small amount of additional right of way.

This section is on the interstate system and will be financed with interstate funds. It is 6.26 miles in length. I am attaching a map for your information.

A public hearing was held on this section in Cottage Grove on December 16, 1960, at which time request was made that we construct an interchange at London Road (South Sixth Street). A partial interchange has been worked out at this location and approved by the Bureau of Public Roads. This will be included in the project.

There was some discussion on the extension of the east frontage road north to east Main Street. This could not be justified with interstate funds.

I recommend your approval of this survey and authority to purchase the necessary right of way.

This matter will be on the agenda for the March 10 meeting.

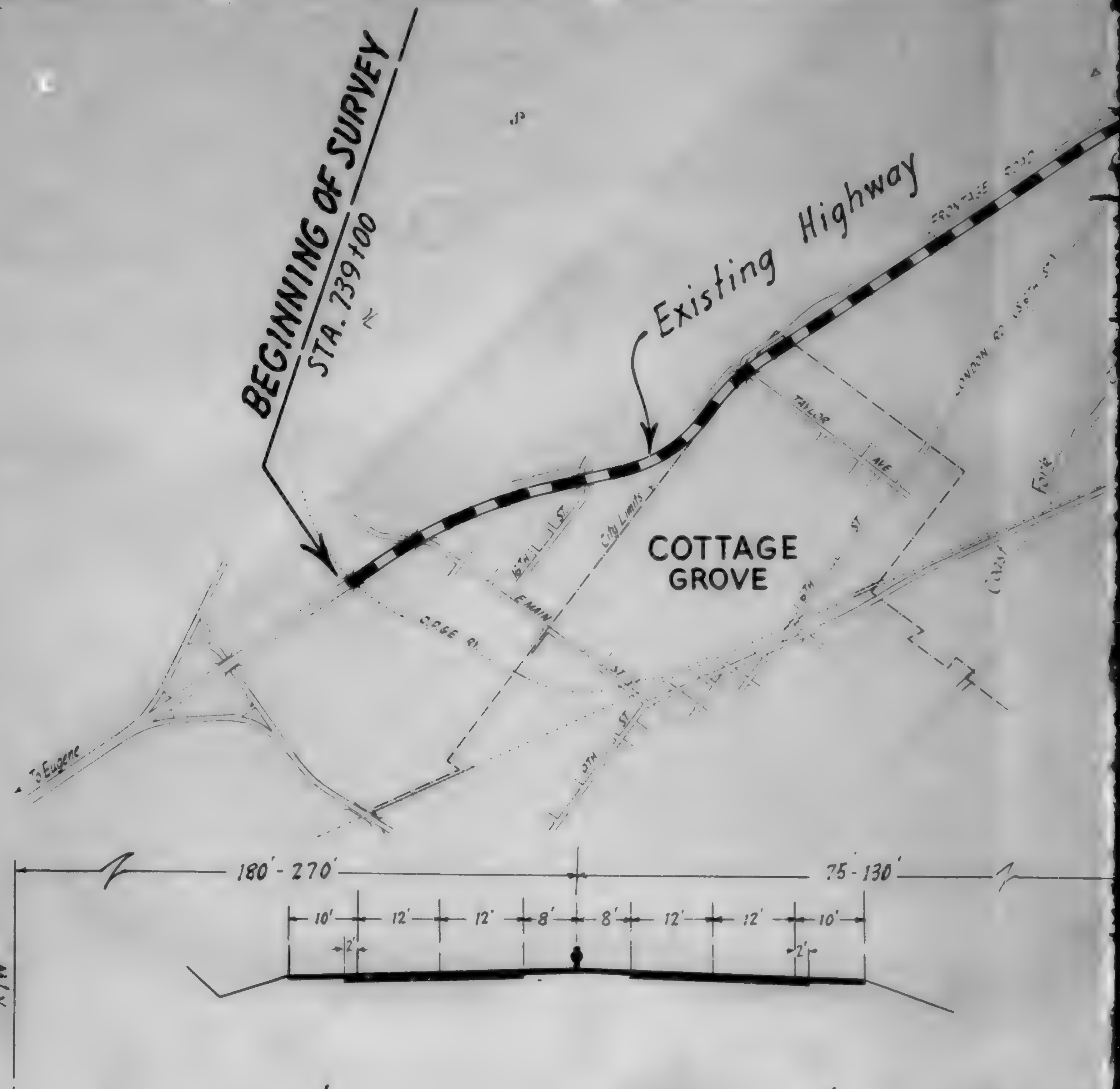
Very truly yours,

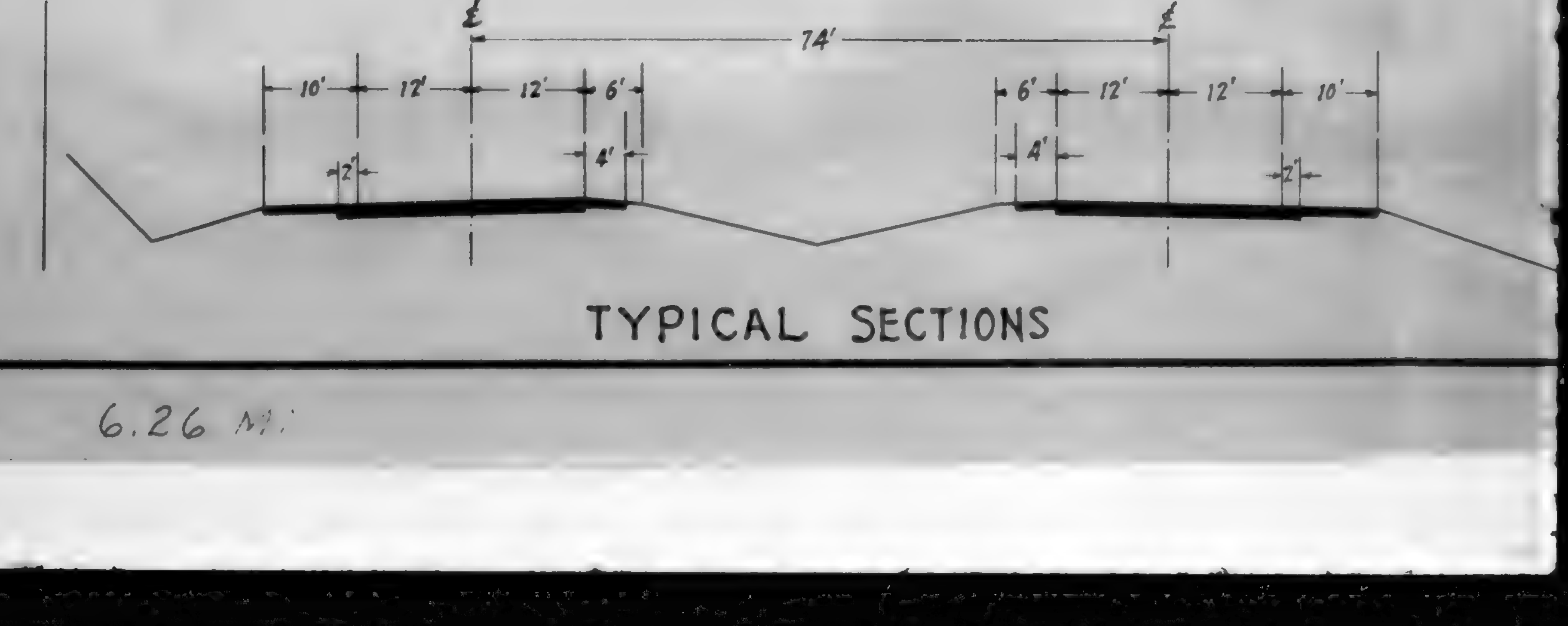
W. C. Williams
State Highway Engineer

DJB:jk me

Enclosure

cc Tom Edwards
Walter Wright


BEGINNING OF SURVEY
STA. 739+00
Existing Highway
COTTAGE GROVE
City Limits
To Eugene
TAYLOR AVE
FRONTAGE ROAD
E MAIN
16TH ST


180'-270'
75-130'
R/W
10'
12'
12'
8'
8'
12'
12'
10'
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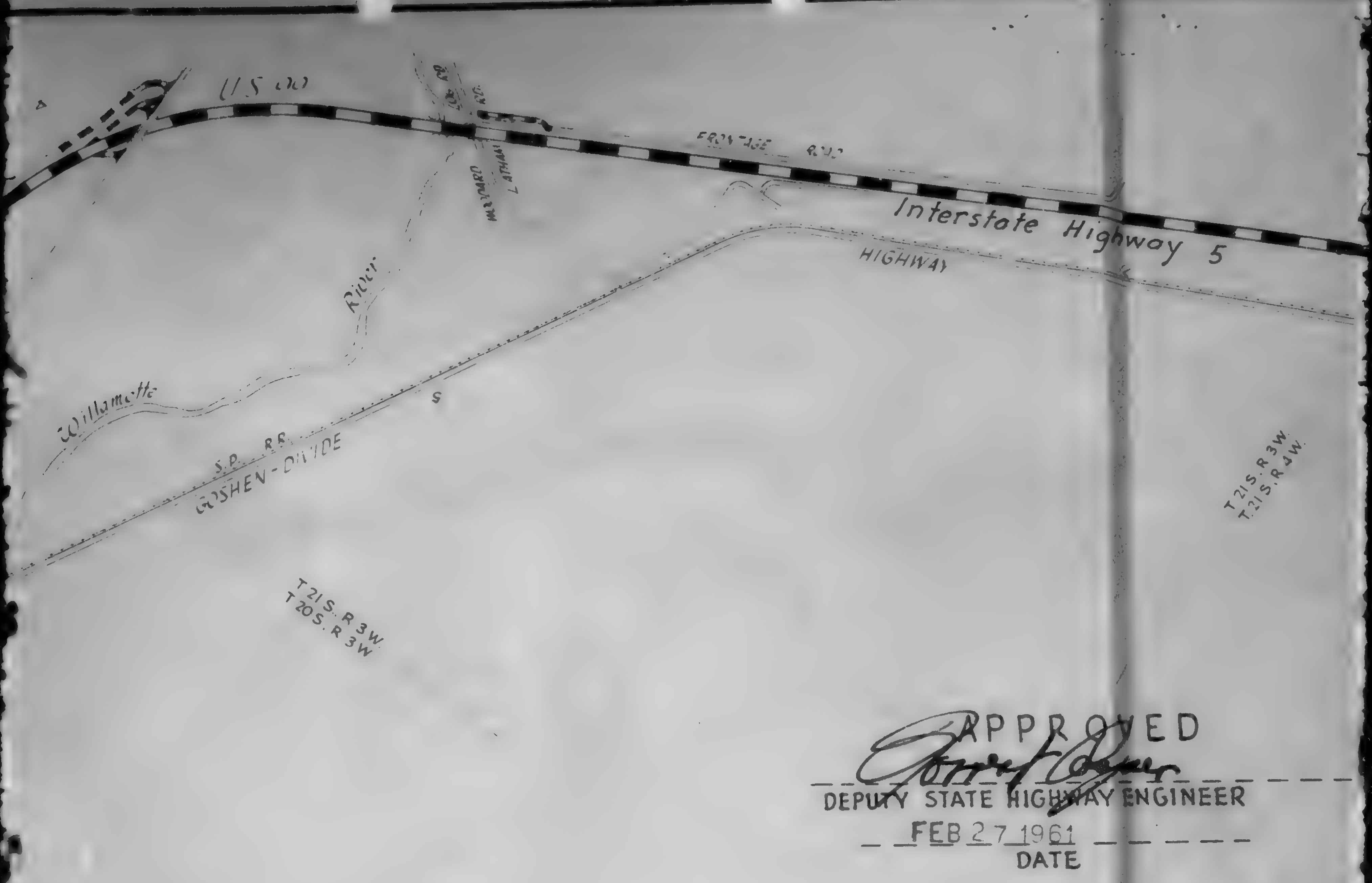
2'
℄
℄
74'
10'
12'
12'
6'
2'
4'
6'
12'
12'
10'
4'
2'

TYPICAL SECTIONS

6.26 M.



US 99
RD.
LATHAM
FRONTAGE RD
Interstate Highway 5
HIGHWAY
River
Willamette
S.P. RR
GOSHEN-DIVIDE
T21S. R3W.
T20S. R3W.
T21S. R3W.
T21S. R4W.
R/W

APPROVED

Forrest Cooper

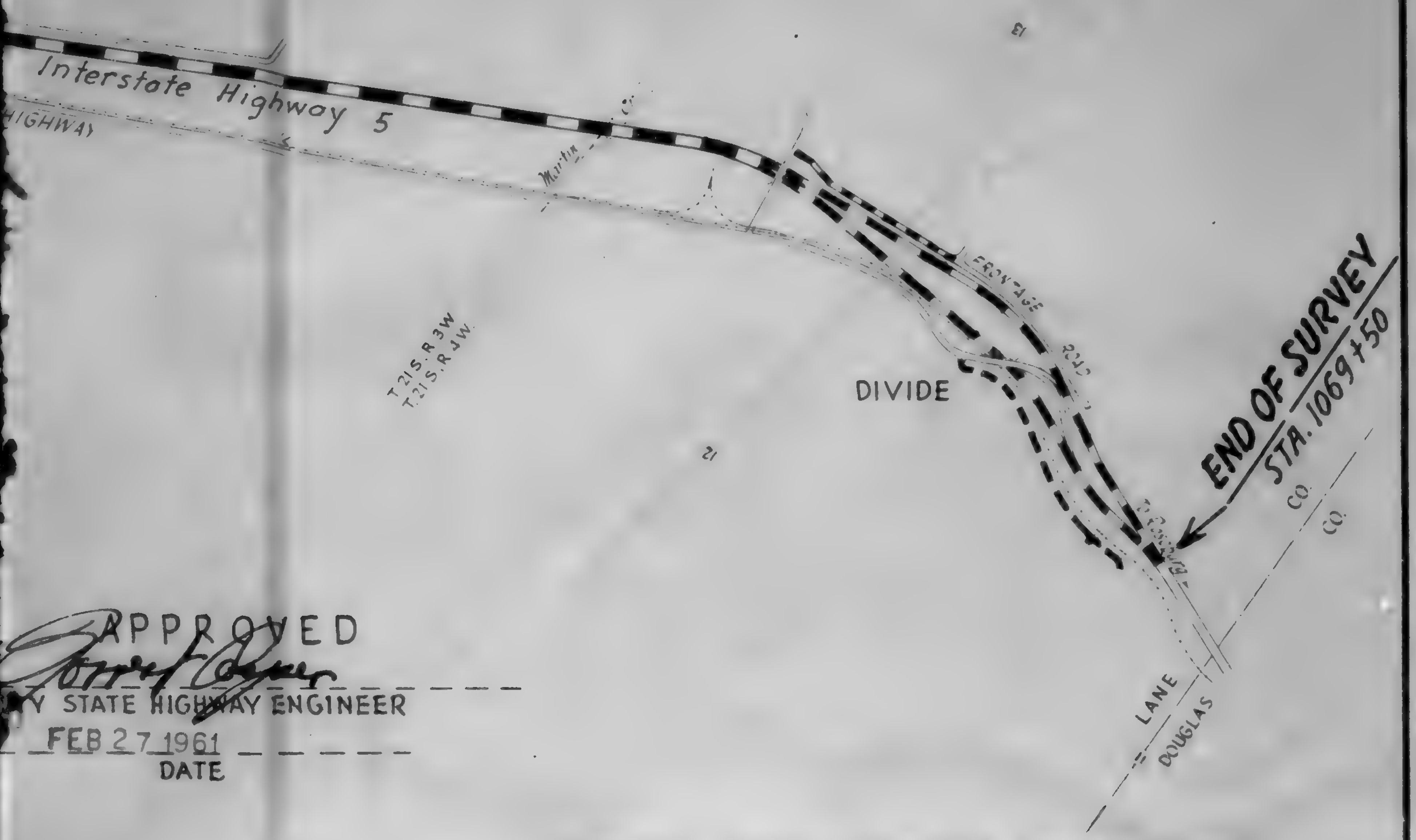
DEPUTY STATE HIGHWAY ENGINEER

FEB 27 1961

DATE

COT

For de


Interstate Highway 5
HIGHWAY
Martin Cr.
FRONTAGE ROAD
T.21S.R3W
T.21S.R4W
DIVIDE
END OF SURVEY
STA. 1069+50
CO.
CO.
LANE
DOUGLAS

APPROVED
Forrest Cooper
Y STATE HIGHWAY ENGINEER
FEB 27 1961
DATE

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

# COTTAGE GROVE - DIVIDE SECTION

PACIFIC HIGHWAY
LANE COUNTY
Scale: 1" = 1600' Feb., 1961
DRG. NO. 1R-3-1290

For detail see Drg. No. 7B-24-15, May, 1953 & 7B-24-16, May, 1953

RECEIVED
MAR-15 1961
FORM E-30 50M 2-60 26118
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1961

SUBJECT: File No. 32648 - Oregon Pacific and Eastern Railway Company
Goshen-Divide Section
Pacific Highway
Lane County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

The construction of the Cottage Grove-Divide Section will necessitate another agreement with the Oregon Pacific and Eastern Railway Company in the Knox Hill area near Cottage Grove.

I note that in 1954 on the original construction, we entered into a Construction Agreement covering the usual items of insurance, flagging, etc. Our right of way agent has contacted the Land Manager of the Georgia-Pacific Timber Company, the owner of the railroad, and has been advised that it will again be necessary to enter into an agreement.

I am enclosing descriptions of the area needed and also the segment of the right of way map. Would you please handle the agreement features of this transaction. If the easement for the property is to be handled in a separate instrument, please advise and we will handle that feature of the negotiation.

D. H. Moehring
D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

Attachments

RECEIVED
FEB 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

DESCRIPTION ONLY

Oregon Pacific & Eastern Railway Company

Goshen-Divide Section

Lane County

File No. 32648
RR 1-13-61
7B-23-16

Pacific Highway

Permanent Structure Easement

A parcel of land lying in the John Cochran D. L. C. #55, Township 20 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of the Oregon Pacific and Eastern Railway Company right of way, lying in said John Cochran D. L. C. #55; the said parcel being that portion of said Railway right of way included in a strip of land, which strip of land is bounded on the Easterly side by a line parallel to and 200 feet Easterly of the center line of the relocated Pacific Highway and bounded on the Westerly side by a line which is parallel to and 100 feet Easterly of said center line. The center line of said relocated highway intersects the center line of said railroad right of way at Highway Engineer's center line Station 739+81.47, which intersection is at Railroad Engineer's center line Station 36+83.08. The right of way of said railroad is 60 feet in width, the center line of which is a 2° 40' curve to the right running in an Easterly direction, the tangent to which curve at said point of intersection at Railroad Station 36+83.08 bears South 79° 04' 18" East (Highway bearing) equals South 80° 48' 48" East (Railroad bearing) and forms an angle of 80° 15' 42" with said highway center line, which bears South 20° 40' West. The intersection of said highway center line (Station 739+81.47) with the center line of said railroad (Station 36+83.08) is North 33° 06' 54" West, 1105.56 feet from the Southeast corner of said John Cochran D. L. C. #55.

The parcel of land to which this description applies contains 0.14 acre.

lw/mw

*GEORGIA-PACIFIC CORPORATION*

GEORGIA-PACIFIC PLYWOOD CO. · GEORGIA-PACIFIC PAPER CO.
EQUITABLE BUILDING · PORTLAND 4, OREGON
CAPITOL 2-5561 · TELETYPE PD 600

*Quality Forest Products since 1927*

IN REPLY ADDRESS · P O BOX 248 · SPRINGFIELD OREGON
TELEPHONE RIVERSIDE 6-1661 · TELETYPE SPFL [illegible]

MARCH 8, 1961

MR. IVAN D. MERCHANT
BRIDGE ENGINEER
STATE HIGHWAY DEPARTMENT
STATE OF OREGON
SALEM, OREGON

DEAR MR. MERCHANT:

WE FURNISH HEREWITH PER PREVIOUS CORRESPONDENCE AND CONVERSATION A COST ESTIMATE OF OREGON, PACIFIC & EASTERN RAILWAY FOR WATCHMAN'S SERVICES AND FENCING ON YOUR PROPOSED ADDITIONAL RAILROAD OVERCROSSING, RAILROAD BRIDGE #7830A:

WATCHMAN: (SHOP HELPER)

RATE: STRAIGHT TIME - $2.35/HOUR
OVER-TIME - 3.525/HOUR

| | |
|---|---|
| 3 MONTH CONSTRUCTION PERIOD @ 21 DAYS/MO. = 63 DAYS | |
| $2.35 X 8 HRS. STRAIGHT TIME/DAY | $18.80/DAY |
| $18.80 X 63 DAYS | $1,184.40 |
| PAYROLL TAXES: $1,184.40 X 14% | 165.82 |
| SUPERVISION: (ICC UNIFORM SYSTEM OF ACCOUNTS) 15% | 177.66 |
| MILEAGE: 2 MI./DAY @ .08/MI. (126 X .08) | 10.08 |
| TOTAL | $1,533.96 |

FENCING:

LABOR: (BASED ON 1 CREW DAY STRAIGHT TIME)
O.T. RATES 1-1/2 " "

| | |
|---|---|
| 1 FOREMAN @ $2.66 ($2.66x8) | $21.28 |
| 6 SECTION MEN @ $2.26 ($2.26x48) | 108.48 |
| | $ 129.76 |

(NEXT PAGE, PLEASE)

Mr. Ivan D. Merchant
State Highway Department
March 8, 1961
Page Two

| | |
|---|---|
| Fencing (continued): | $ 129.76 |
| Payroll Taxes: ($129.76x14%) | $ 18.17 |
| Supervision: 15% | 19.46 |
| | $ 167.39 |
| Materials: | |
| Posts and wire | $ 175.00 |
| Total | $ 342.39 |

You are mailing this date per phone conversation copies of "Relations with Railroad Company" and Latest accounting procedure information for our uses.

Yours very truly,

GEORGIA-PACIFIC TIMBER COMPANY

Carl W. Raynor
Land Manager

CWR:msh

cc: Mr. Charles Corrigan
OP&E

RECEIVED
JAN 30 1961
FOR FILING

I-5-13(24)

2366

Salem, Oregon
November 14, 1960

Extending four-laning
Cottage Grove to Divide

Mr. Tom Edwards
Construction Engineer
OFFICE

As you know, we are contemplating extending the four-lane freeway southerly of Cottage Grove to Divide where we now have four-lane sections of sorts to the Curtin Interchange. From there southerly some two or three miles, it is partly two lane, partly three lane, and partly four lane.

I believe it would be well to work up a section extending southerly from Curtin to bring this unit up to four-lane interstate standards. It does not appear to be too difficult a project to prepare. It would eliminate some rather tricky lane-weaving movements and would provide for continuous four-lane operation to an interchange, which I do not know the name of, located near a Union Oil Station.

Forrest Cooper
Deputy State Highway Engineer

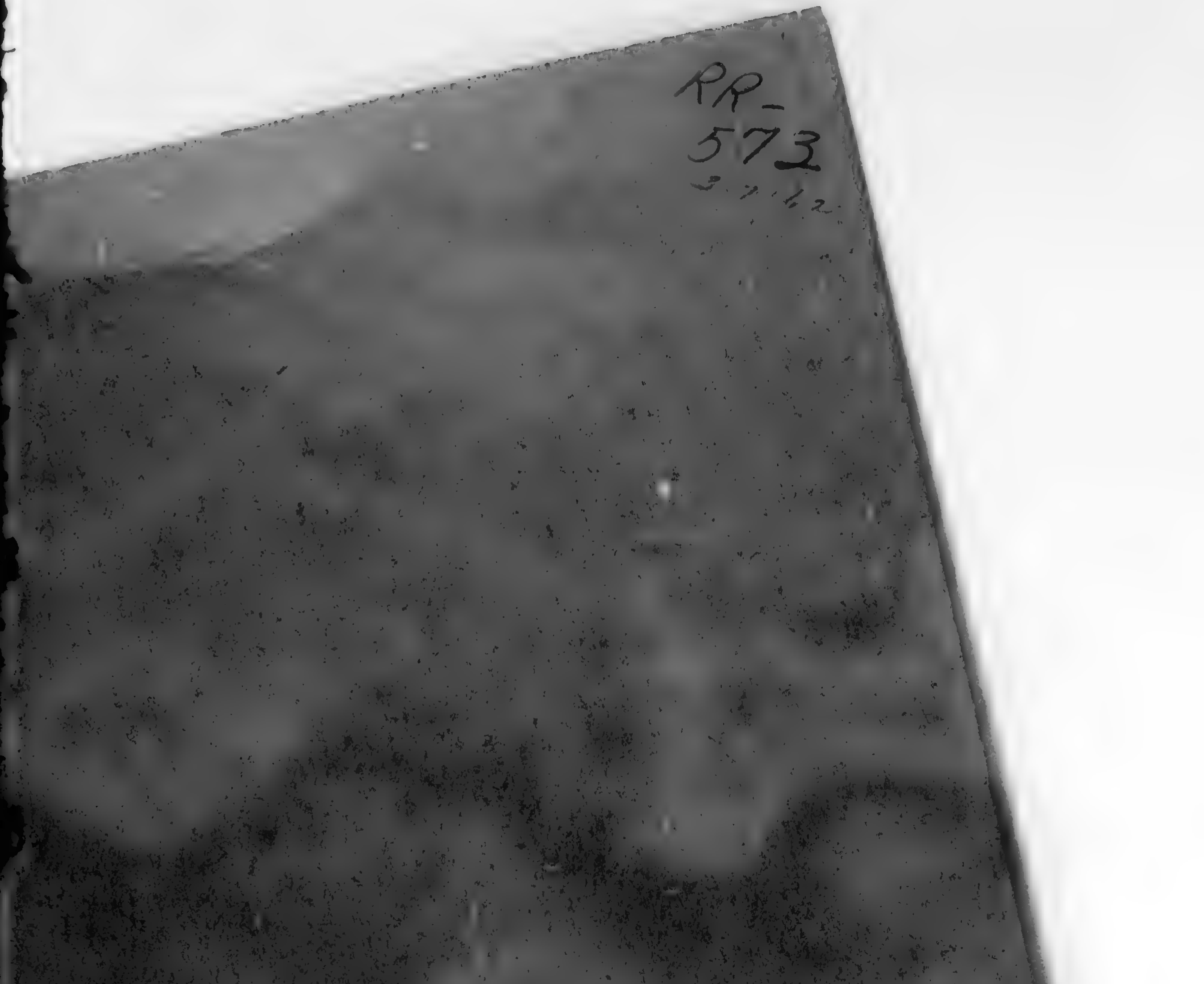
FC:fn

cc Mr. W. C. Williams

NOTED
FORREST COOPER

S-234(17) E. Unit, Siuslaw River-Walton 1961
#5967 Sec., Mapleton-Eugene Hwy.
Folder # 1

S-234(17) E. Unit, Siuslaw River-Walton 1961
Sec., Mapleton-Eugene Hwy.
#5967
Folder # 1



RR-573
3-7-62

RECEIVED
JUL 19 1962
~~FOR FILING~~
S [illegible]
507

Walton Ore
July 18 62

Dear Sir

yes It is correct The contractor has made a settlement with me and every thing is O.K.

Thank you for your trouble

yours truly
Maggie Flood

NOTED
R.L PORTER

RECEIVED
JUL 19 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JA
MEDFORD
KENNETH N. , MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
3 1962
FOR FILING
5-22-[illegible]
5967

**July 12, 1962**

Mrs. Maggie Flood
Walton,
Oregon

Dear Mrs. Flood:

Reference is once more made to a trespass on your property by the contractor performing work on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway. We are informed that our contractor has satisfactorily concluded a settlement with you. Under the circumstances, we are closing our files on this matter.

If our information is erroneous and you have any further complaints, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

FBK:bjh:fp

cc R. L. Porter
L. R. Chandler

RECEIVED
JUL 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

R. L. PORTER

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 5, 1962

SUBJECT: Maggie Flood Complaint
East Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway
Contract 5967

**To: F. D. Morgan**
**Construction** Engineer
**Salem, Oregon**

**Attention:** F. B. Klaboe

In regard to Maggie Flood complaint on subject project, please be advised that Resident Engineer Bailey has contacted Mrs. Flood and ascertained that the contractor paid her $100 to allow him to use a portion of her land as access to the proposed quarry. This should close the file on this matter.

J F Putnam
J. F. Putnam
Ass't Division Engineer

JFP:lf

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1962
NOTED-☐ ☐ ☐ ☐ ☐

RECEIVED
MAY 3 1962
FOR FILING

Const.
Cond. Comp.

Salem, Oregon
May 2, 1962

Mr. F. D. Morgan
Construction Engineer
Office

Attached hereto is a second letter from Maggie Flood relative to an encroachment on her property by our contractor on the Siuslaw River-Walton Section.

I understood the matter was settled and I doubt if the contractor has had sufficient time to take care of the things he promised, however, will you ask the Resident Engineer to call on the lady when convenient and try to explain the situation to her.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachment

cc L. R. Chandler

Walton Ore April 30 '6

Dear sirs

In regard to your letter of April 27. The contractor was here & we reached an aggrement. But he hasnt been back or we have not heard any thing from him since to make the settlement He was supposed to draw up a contract of our aggrement.

Thank you Maggie Flood

RECEIVED
APR 30 1962
FOR FILING
Const
Cond Comp

April 27, 1962

Mrs. Maggie Flood

Walton, Oregon

Dear Mrs. Flood:

Reference is made to your letter of April 9 in which you complain that our contractor working on the East Unit, Siuslaw River-Walton Section of highway has encroached upon your property. We understand that he has met with you and that the matter is settled. We are, therefore, assuming that the problem is solved and no further action is indicated.

Thank you for bringing this to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. R. Chandler

FBK:bjh:ajw

FORM E-30 80M 11-61 40280

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1962

SUBJECT: E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Reference is made to a complaint by one Maggie Flood, of Walton, Oregon, that our contractor on this project had encroached upon her property.

Our investigation showed that he had, indeed, cut across a corner of her land without asking her permission. This haul road was the contractor's obligation to locate, construct and maintain. The State did not provide an easement into the quarry site.

The contractor has discussed the matter with Mrs. Flood and our Resident Engineer reports that he has offered Mrs. Flood $100.00 and two loads of gravel to compensate her for any damages that he has done. Apparently this has satisfied Mrs. Flood and the matter is now settled.

A rough draft to Mrs. Flood is enclosed.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

cc: J. F. Putnam

RECEIVED
APR 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1962
FOR FILING
Const
Cond. Comp.

April 13, 1962

Maggie Flood

Walton, Oregon

Dear Madam:

Reference is made to your letter of April 9 concerning the rock crusher that the State's contractor is installing near your property.

The State's Resident Engineer, William Bailey, will be asked to contact you and endeavor to find a solution to the problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. B. Morgan
L. R. Chandler
William Bailey

Wa[illegible]
[illegible] 1- [illegible]

REFERRED TO
Forrest Cooper
BY SECRETARY

Porter
Expedite

State H[illegible]

Dear sir.

I [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

I am asking you to [illegible] honest [illegible] out [illegible] since. [illegible] [illegible] I am [illegible] the [illegible] of my place and [illegible] pretty [illegible] young Timber. [illegible]

The State went ahead and
done [illegible] like that with
out running lines and at
least [illegible] some thing [illegible]
I think they [illegible] about $150
but [illegible] [illegible] both
them.

Thanking you for [illegible]
your cooperation right away
Yours Truly
Maggie Reed

This is the [illegible]
[illegible]
[illegible]

9

RECEIVED
JUL 25 1962
FOR FILING

S-234(17)

5967

July 11, 1962

44

Mr. Vernon D. Gleaves
Attorney at Law
Eugene Legal Center
P. O. Box 1147
Eugene, Oregon

Re: File R-32543 - Strunk
Wildcat Creek-Walton Section
Mapleton-Eugene Highway
Lane County

Dear Mr. Gleaves:

This is to acknowledge your letter of July 10th, relative to the above matter. I tried to call you by telephone today, but have been advised that you will be out of the office until Monday.

My information is that our people have contacted your people concerning this matter, but be that as it may, after serious consideration of the application you have made relative to construction of a structure over the creek that flows through your client's farm, I am advised that the department is going to install the 84-inch pipe. It is their feeling, based upon long experience, that stock will have no difficulty passing through an 84-inch pipe and that the offer of the department to allow your stock to use the underpass will thereby be adhered to.

I am sure the proposed construction will serve your people well.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:ds
cc: G. E. Rohde
W. T. Wright

NOTED
F. L. FOSTER

RECEIVED
JUL 2 1962
FOR FILING

5967

84

Salem, Oregon
June 8, 1962

Mr. L. I. Lindas
Chief Counsel
Building

Herewith is a letter from Butler, Husk & Gleaves of Eugene that has to do with the complaint of Mr. and Mrs. Marion Strunk of Walton. This is in connection with a stock pass on the Wildcat Creek-Walton Section in Lane County.

Also enclosed is a copy of a letter from Mr. and Mrs. Strunk and my reply thereto.

It appears that this matter is taking on a legal flavor and if you don't mind, I would appreciate it if you would answer Mr. Gleaves' letter.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

Attachments

June 6, 1962

Mr. and Mrs. Marion Strunk
Walton
Oregon

Re: File No. 32543 - Strunk
Wildcat Creek-Walton Section
Mapleton-Eugene Highway
Lane County

Dear Mr. and Mrs. Strunk:

Reference is made to your letter of May 25 which concerns proposed highway construction at Shulz Creek.

This Department believes, after investigating the matter and after examining the right-of-way file, that the present proposals satisfy the terms of the option with you.

In response to your anxieties concerning the passage of livestock through an 84-inch pipe, there has recently been completed a study of all the cattle passes constructed in the State of Oregon. It has been found that cattle have used stock passes as small as 66 inches in diameter with no difficulty. There is no instance of record in which cattle have been unable to use a properly installed 72-inch pipe.

We cannot anticipate difficulty in your livestock using an 84-inch corrugated metal pipe. Department files contain a photograph of a boy riding his saddle horse through a pipe of this diameter.

It is noted that a surface farm crossing will be constructed to serve your property and state law permits you to use such a crossing for a tractor so long as no damage is inflicted on the roadway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
W. T. Wright
L. R. Chandler

WTW:zg:ajw

BUTLER, HUSK & GLEAVES
LAW OFFICES
EUGENE LEGAL CENTER
P. O. BOX 1147
EUGENE, OREGON

LAWRENCE T. HARRIS (1873-1960)
EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
JACK A. GARDNER
ROBERT H. FRASER
ARLEN C. SWEARINGEN
HAROLD B. SILLIS

TELEPHONE
DI. 5-6407

June 5, 1962

State Highway Department
State of Oregon
Salem, Oregon

Re: Your file #32543 - Strunk
Wildcat Creek-Walton Section
Mapleton-Eugene Highway
Lane County

Gentlemen:

Mr. and Mrs. Marion Strunk of Walton, Oregon, have contacted this office in connection with a problem which has arisen during the construction of the Mapleton-Eugene Highway.

Under the terms of the real estate option executed by Mr. and Mrs. Strunk on March 30, 1961, the following reservation was made:

> "Grantors to have the right to drive livestock under new highway bridge over Schulz Creek, but State not liable for condition of passageway."

Under the terms of the deed executed by Mr. and Mrs. Strunk on May 20, 1961, the following reservation was made:

> "A passageway for livestock under the structure to be constructed over Schultz Creek, with water and weather conditions permitting. In the event of the use of such passageway, the Grantors shall construct and maintain wing fences and other necessary fences, adequate to prevent the straying of livestock onto, or upon, the adjacent highway right of way."

The contractor engaged in the construction of the highway across the real estate conveyed to the Commission by Mr. and Mrs. Strunk has informed them that he has been instructed to install only a 7 foot culvert at the Schulz Creek location. At the time the option and deed were signed, Mr. and Mrs. Strunk were assured that a bridge would be constructed and that they would be permitted to drive their livestock under the bridge. In the absence of a structure under which the livestock may pass, Mr. and Mrs. Strunk would not be able to get livestock to or from the barn, unless the livestock are driven across the road. A 7 foot culvert is certainly not sufficient to allow the moving of livestock required in the operation of the Strunk farm.

We respectfully request that you immediately review this matter, and that adequate provision be made in the highway construction so as to permit Mr. and Mrs. Strunk to exercise the rights reserved by them under the terms of their conveyance to the Commission.

Very truly yours,

Vernon D. Gleaves
VERNON D. GLEAVES

VDG:gh

original To Lindas
6-8-62

FORM E-30 50M 11-61 40230

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1962

SUBJECT: Assignment No. 84
File No. 32543 - Strunk
Wildcat Creek-Walton
Section
Mapleton-Eugene Highway
Lane County

To: Mr. R. L. Porter
Assistant State Highway
Engineer

Office

We offer the attached rough draft in response to your Assignment No. 84 of May 31, 1962.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

Attachments

REFERRED TO
Forrest Cooper
BY SECRETARY

Walton, Oregon
May 25, 1962

State Highway Department
Salem, Oregon

PLEASE RETURN TO
R. L PORTER

arch 84" $75^{00}$ $32^{00}$ $47^{50}$

Porter

Dear Sir,

We are writing concerning the crossing over Shulz creek on our property of the Wildcat Crk - Walton Sec. of the Mapleton - Eugene Highway. In the option that we signed it stated we would have the right to drive livestock under the new highway bridge over Shulz creek, later Mr. North said the plans called for an arch and then for an 8' round culvert, we would go along with a substitute for a bridge if it was satisfactory, but a bridge is what we signed for. The culverts are here, but they are only 7' which will not be satisfactory at all. We're doubtful if the cows will even go through and there not tall enough for the horse even if he would go through, its impossible to take the tractor through

We've lived here 21 yrs and will probably spend the rest of our lives here, but thats neither here nor there but we would hate to think that the stock wouldn't be able to get to or from the barn unless someone drove them across the road. (Even now you sometimes have to wait for a dozen cars to go by before you can get across)

The culvert that is being put in at Kirk creek is the same size as the one they delivered to be put in here. There will be nothing but water to go through that one and we are expected to take livestock through this one with at least 2' or 3' of water in the winter and probably more in time of high water. The round bottom will also be dangerous for stock to walk on (even with an inch or two of tar in the bottom) as stock don't always walk single file.

We would appreciate it if you see to it that a more satisfactory arrangement is made.

Sincerely
Mr. & Mrs. Marion Strunk
File No. 32543

RECEIVED
MAY 28 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 5 1962
FOR FILING

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| 2-234(17) |
| |
| 5967 |

June 4, 1962

Oregon State Highway Commission

Gentlemen:

Your concurrence is requested relative to the establishment of a 25-mile-per-hour construction speed zone on the Mapleton-Eugene Highway between mile point 12.13 and mile point 14.32 in Lane County.

The restriction was effective at 8:00 a.m. on May 28 and is necessary due to the construction of the east unit of the Siuslaw River-Walton Section.

The matter will be on the agenda at the June 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RLP:ajw fn

RECEIVED
JUN 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5 234 (17)

5967

May 28, 1962

Mr. Holly Holcomb, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

Effective 8:a.m., Monday, May 28, approval was granted for the establishment of a 25 MPH construction speed zone on the east unit of the Siuslaw River-Walton Section of the Mapleton-Eugene Highway between M.P. 12.13 and M.P. 18.32, in Lane County.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

By
Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

pk

bc: Tom Edwards

RECEIVED
MAY 20 1962
OFFICE OF
[illegible] ENGINEER

NOTED
TOM EDWARDS

RECEIVED
R 25 1962
FOR FILING
-234(17)
5967

FORM CD-121
(1-22-59)

UNITED ST ES GOVERNMENT

# *Memorandum*

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

**DATE:** April 24, 1962

C G Polk

**FROM** : C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

**SUBJECT**: East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway Oregon S-234(17)

Reference is made to your letter dated April 16, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Copy to
Young - with attachment
4-25-62

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 17 1962
FOR FILING

| |
|---|
| S-234(17) |
| |
| 5967 |

April 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 276, covering permanent signing on the West Unit, Siuslaw River-Walton Section of the Florence-Eugene Highway in Lane County, Contract No. 5967, in connection with Federal-aid Project No. S-234(17).

This work is necessary for the guidance and direction of traffic after the contract is completed. It has been verbally recommended for approval by the BPR Area Engineer.

It has been determined that the cost of this work is estimated at approximately $100.00 more by extra work than by State Forces. The contractor is not equipped for it and would subcontract the work. The State has the crews available and the materials which were purchased by bid on the open market.

The total estimated amount of the order is $360 with Federal participation of $216.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAR 12 1962

FOR FILING

[illegible]

5967

March 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of easement agreement from the Southern Pacific Company, dated December 8, 1961, File No. 33505, relative to construction of the East Unit, Siuslaw River-Walton Section, Project No. S-234(17).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

RECEIVED
MAR 13 1962

FOR FILING

5967

RAILROAD CONTRACTS
FILE No. 6573

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1962

SUBJECT: File 33505 - S. P. Co.
Siuslaw River-Walton Section
Richardson-Eugene Highway
Construction Agreement

To: Mr. Floyd Query, Secretary
State Highway Commission

OFFICE

Attached please find fully executed copy of an easement agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

J N Hershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment

cc: G. S. Paxson
Frank Morgan (2)
I. A. DeFrance (2)
L. R. Chandler (2)
Earl Saling
J. W. Nash (3)
C. H. Maison

NOTED
FLOYD QUERY

RECEIVED
MAR 7 1962
FOR FILING
S-234(17)

5967

Salem, Oregon
March 2, 1962

Mr. J. N. Hershberger
Staff Attorney

In addition to the easement which the Southern Pacific Company is granting for the Siuslaw River-Walton Section of the Eugene-Mapleton Highway, there are two parcels for which they are giving us deeds and a third parcel covered by quit claim deed. This third parcel is one in which the Southern Pacific Company's title is very doubtful, as the property itself probably has gone back to the Bureau of Land Management.

Will you please place these in line for payment.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

Salem, Oregon
March 2, 1962

Mr. J. N. Hershberger
Staff Attorney

Attached is a fully executed copy of the easement agreement with the Southern Pacific Company covering slope easements and drainage facilities on its right of way in connection with the Siuslaw River-Walton Section of the Eugene-Mapleton Highway in Lane County. We should have conformed copies of this for distribution to Division, Construction, Auditor, and Right of Way files.

You will note from the letter of transmittal from the Southern Pacific Company that it has attached deeds for three parcels which we are to acquire by purchase and which are in addition to the easement granted under the attached agreement. I am having the location and extent of these properties which we are to buy checked by the Construction Division and will them submit them for processing for payment.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.

4-89 Mr. Batson 8-2289

# Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

REAL ESTATE DEPARTMENT

E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER

IN REPLY PLEASE REFER TO
Globe O-5

February 26, 1962

U.S. Certified

Mr. Forrest Cooper
State Highway Engineer,
State Highway Dept.
Salem, Oregon

Attn: Mr. Tom Edwards
Asst. State Highway Engineer

Dear Sir:

In connection with proposed construction of the Siuslaw River-Walton section of the Eugene-Mapleton Secondary Highway near our station of Globe, Oregon, you will find attached the following:

1) Executed and acknowledged grant deed dated January 30, 1962, from Southern Pacific Company to State of Oregon, by and through its State Highway Commission, conveying two parcels of land containing 1.38 acres and 1.3 acres in Lane County, as more particularly described therein.

2) Executed and acknowledged quitclaim deed from Southern Pacific Company to State of Oregon, by and through its State Highway Commission, dated January 30, 1962, covering parcel of land in Lane County containing 0.33 of an acre, more or less, as more particularly described therein.

3) Executed and acknowledged counterpart of easement dated December 8, 1961, from Southern Pacific Company to State of Oregon, by and through its State Highway Commission, covering seven parcels of land in Lane County as more particularly described therein, for slope encroachments and drainage purposes.

It will be satisfactory to place these instruments on record in County of Lane when you are in position to forward State's voucher in amount $350; $250 for grant deed covering the two parcels containing a total of 2.51 acres and $100 for quitclaim deed covering parcel containing 0.33 of an acre, referred to above. State's voucher should be forwarded to Southern Pacific Company, c/o Mr. John B. Reid, Treasurer, 65 Market Street, San Francisco 5, California.

Very truly yours,

E. F. Widdas RPB

RECEIVED
FEB 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1962
FOR FILING
4(17)
A. W. KILBORN
SUPERINTENDENT
5967

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

February 21, 1962

GMO 83074

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

In connection with your file 33505 Siuslaw River-Walton Section, Eugene-Mapleton Highway encroachment on Southern Pacific Company property near station of Globe, railroad protective insurance furnished by contractor Stanley Wilt, covered by Glens Falls Policy No. MC-7-05-93 and comprehensive Policy PCL-45-15-47 has been approved.

Yours truly

A W Kilborn

cc: Mr. William N. Bailey
Resident Engineer
Oregon State Highway Dept.
1410 Orchard Street
Eugene, Oregon

L R Chandler
J. D. [illegible]

RECEIVED
23 1962
OREGON
STATE HIGHWAY COMMISSION

NOTE
S. PAXSON

RECEIVED
FORM E-129-X 30M 1-51
JAN 4 1952
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 3, 1952

29467

Mr. H. H. Williamson
Southern Pacific Company
65 Market Street
San Francisco, California

Re: File 33505 - S. P. Co.
Siuslaw River-Walton Section
Richardson-Eugene Highway

Dear Mr. Williamson:

Enclosed please find two copies of the above entitled easement agreement which have been executed by the Highway Commission. After this agreement has been executed by your company, please return to this office for further handling.

In reply to Mr. Widdas' letter of November 14, please be advised that the copy of the proposed deed conveying to the State of Oregon two parcels of land containing 1.38 acres and 1.3 acres and the quitclaim deed conveying 0.33 acre are in a form acceptable to the Highway Commission. Upon receipt of the instruments the consideration for these deeds will be placed in line for payment.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: E. A. Kendrew
G. S. Paxson
D. H. Moehring

NOTED
G. S. PAXSON

RECEIVED
JAN 12 1962
FOR FILING
5-334(17)
5967

Salem, Oregon
December 13, 1961

File 33505 - S.P. Co.
Siuslaw River-Walton Section
Richardson-Eugene Highway
Easement Agreement

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Southern Pacific Company relative to the Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM 8-90 50M 8-61 94397

NOA
12/8/61

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1961

SUBJECT: File 33505 - S. P. Co.
Siuslaw River-Walton Section
Richardson-Eugene Highway
Easement Agreement

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find two copies of easement agreement relative to the above-titled matter which are to be signed by the Commission. After execution by the Commission, please return both copies direct to this office for further handling.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

2 agreements to be signed.
(by Commission)

RECEIVED
DEC 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible] 15 1961
FORM E-30 50M 3-61 34397
FOR FILING

5967

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1961

FILE No. [illegible]

SUBJECT: File 33505 - S. P. Co.
Siuslaw River-Walton Section
Richardson-Eugene Highway
Construction Agreement

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed copy of construction agreement relative to the above-titled matter. This agreement should be placed in the Commission's files.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Frank Morgan
I. A. DeFrance
L. R. Chandler
Earl Saling
J. W. Nash
C. H. Maison

NOTED
FLOYD QUERY

RECEIVED
DEC 14 1961
FOR FILING

S-234(17)

5967

December 13, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of agreement with the Southern Pacific Company relative to construction of the East Unit, Siuslaw River-Walton Section, Project No. S-234(17).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
[illegible] 13 1961
FOR FIL[illegible]

COMMISSIONERS
[illegible] K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5967

December 12, 1961

Blachly-Lane County Coop Electric Association
Route 1, Box 1620
Eugene, Oregon

Power Line Adjustments
East Unit, Siuslaw River-
Walton Section
Mapleton-Eugene Highway
Lane County

Attention: Mr. Dale C. Swancutt

Gentlemen:

Your estimate and plan of work as submitted on December 6 have been approved and you are authorized to proceed with the required work as of December 11, 1961. Reimbursement for work done subsequent to the above date will be made under the provisions of PPM 30-4.

The contract method of doing the clearing, by a contract with Continental Construction Company, is also approved, and you may proceed with this work also.

Very truly yours,

Frank D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

cc R. L. Porter ✓
L. H. Young
C. G. Polk
C. H. Maison
L. R. Chandler
Wm E. Bailey

RECEIVED
DEC 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
V 21 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5967

November 20, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: File 33505
Siuslaw River-Walton Section
Eugene-Mapleton Highway

Dear Mr. Williamson:

Herewith I hand you two copies of an agreement relative to the Siuslaw River-Walton Section of the Eugene-Mapleton Highway which have been executed by the Highway Commission. They are now ready for execution by the Railroad Company.

When the State's copy of the fully executed copy is returned, I would appreciate receiving ten additional copies each of Exhibit "B" and Drawing P-17648 F.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: Earnest Kendrew
G. S. Paxson

RECEIVED
2 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

S-234(17)

5967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 20, 1961

Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5967, awarded September 15, 1961, for grading-oiling-structures on the East Unit of the Siuslaw River-Walton Section of the Mapleton-Eugene Secondary Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

PS: We note you have signed the Bond page (9) on one of the executed copies, but not on the other. To expedite matters, we made the complete copy our "Office Copy" in order to finish the processing here, and upon receipt of the attached copy, your signature is needed on the Bond page (9).

dc

RECEIVED
DEC 13 1961
FOR FILING
[illegible] (17)
5967

Salem, Oregon
November 17, 1961

Agenda Item 4j-1

File 33505
Siuslaw River-Walton Section
Eugene-Mapleton Highway
Southern Pacific Agreement

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Southern Pacific Company covering the Siuslaw River-Walton Section of the Eugene-Mapleton Highway in the vicinity of Globe in Lane County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 2-61 24397

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

AGENDA
NOV 15 1961

4j-1

SUBJECT: File 33505
Siuslaw River-Walton Section
Eugene-Mapleton Highway
Southern Pacific Agreement

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached hereto are two copies of proposed agreement between the State and Southern Pacific Company covering the above-cited project. Both copies should be executed by the Commission.

After execution by the Commission, please return both copies direct to this office for further handling.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED
(by Commission)

M

RECEIVED
NOV 15 1961
FOR FILING
5-234(11)

5967

Salem, Oregon
November 14, 1961

Siuslaw River-Walton Section
Eugene-Mapleton Highway

Mr. Glen Sorenson

Herewith copy of the proposed agreement between the Southern Pacific Company and the State covering work on the Siuslaw River-Walton Section of the Mapleton-Eugene Highway.

Will you please get this to the Highway Commission for its approval tomorrow.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Attn: G. S. Paxson, Ass't. State Highway Engineer
Salem, Oregon

DATE: November 14, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.2-0 Salem, Oregon

SUBJECT: Oregon Project S-234(17), East Unit,
Siuslaw River-Walton Section
Mapleton-Eugene Highway

A copy of the proposed agreement between the State and the Southern Pacific Company in connection with the above project was sent us with your November 10, 1961, letter.

Inasmuch as the agreement contains no provision for participating railroad work and as there is no item covering such work in the project agreement estimate, we are making no recommendations regarding its approval. If participating work were involved it would be necessary to include reference to Policy and Procedure Memorandum 30-3 and any other pertinent Federal-aid rules and regulations.

The proposed agreement is returned herewith.

Attachment

RECEIVED
DEC 7 1961
FOR FILING

COMMISSIONERS
M[illegible]VER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

S

5967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 27, 1961

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Telephone Line Adjustment
E. Unit, Siuslaw-Walton Section
Mapleton-Eugene Highway
Lane County

Attention Mr. M. E. Bousha

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State.

You are hereby authorized to proceed with the work as of October 24, 1961.

Very truly yours,

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FS:jw

cc Forrest Cooper ✓
C. H. Maison
R. L. Porter
F. D. Morgan
Wm. Bailey
C. G. Polk

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1961
FOR FILING
[illegible]

3967

Salem, Oregon
October 25, 1961

Siuslaw River-Walton Section
Eugene-Mapleton Highway
Lane County

Mr. F. D. Morgan

I enclose two copies of plans covering the revisions of the Western Union Telegraph Company's facilities in the above-cited section. I also enclose two copies of a letter from the Western Union Telegraph Company giving their estimate of cost. The State will reimburse the Telegraph Company for any costs incurred in their revisions.

I am today writing the Western Union Telegraph Company asking them to proceed with the revisions at their earliest convenience so that they will be out of our way.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:am

cc to: Mr. Tom Edwards

THE WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND, CALIF.

F. L. SULLOWAY
AREA PLANT SUPERINTENDENT

October 18, 1961

JOB 0-5606-61 - Walton-Austa, Oregon

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

Reference is made to your letter dated August 10, 1961, concerning construction of the Eugene-Mapleton Highway from the Siuslaw River to Walton in Lane County.

As requested and contained herein are ten copies each of our Drawings marked Section #1, #2, #3, and #4 outlining the proposed location of Telegraph Company's pole and wire line in order to clear proposed State highway construction. The arrangement as shown is to be considered permanent and was tentatively approved at an on the ground meeting August 23, 1961, between representatives of the respective companies.

The estimated cost of the proposed change is as follows:

| Walton-Austa | |
|---|---|
| Labor and Subsistence | $1,250 |
| Soc. Sec. & Unemp. Ins. Taxes | 53 |
| Supervision Expense | 250 |
| Engineering Costs | 350 |
| Material | 130 |
| Supply Expense | 13 |
| Freight Charges | 39 |
| Truck Rental | 224 |
| Miscellaneous Expense | 15 |
| Gross Cost | $2,324 |
| Salvage | - |
| Net Cost | $2,324 |

Billing to be on actual cost basis.

If the estimated cost figures and the pole locations have the approval of the State Highway Department, please advise by forewarding the usual contract agreement for reimbursement and advising us when it is desired these changes be completed. It will be appreciated that we have as much aforehand information of this date as possible.

Yours truly,

F. L. Galloway
Area Plant Superintendent

Enclosures

RECEIVED
OCT 23 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 23 1961
[illegible]
STATE HIGHWAY ENGINEER

Stencil #1788

Oakland, California
August 5, 1959

TO WHOM IT MAY CONCERN:

The following is an excerpt from the General Agreement between The Western Union Telegraph Company and the Southern Pacific Company dated January 1, 1931, clarifying the rights of The Western Union Telegraph Company to a private right of way on and along the Southern Pacific Company's railroad, quote:

EXCLUSIVE RIGHT OF WAY FOR TELEGRAPH PURPOSES

Article 4:

> "So far as it lawfully may and subject to any existing rights and/or agreements covering the use of its premises, the Railroad Company hereby grants and assures to the Telegraph Company an exclusive right of way for commercial telegraph purposes (but not for the purpose of conducting commercial or public telephone business), subject to the conditions and limitations in this agreement provided, on, along, over, under, and across the lines of railroad to which this agreement now or hereafter applies, and the rights of way, lands, and bridges thereof, for the use and operation, as hereinafter provided, of the Telegraph Company's telegraph lines. Said right of way for commercial telegraph purposes shall be a preferred one as against all kinds of pole lines or conduit lines, wires, cables, and the appurtenances thereof owned, leased, or controlled by any person, firm, or corporation not a party of this agreement."

unquote.

## WESTERN UNION TELEGRAPH COMPANY
## PLANT & ENGINEERING DEPARTMENT

FORM 3372-B

INSPECTION OF ______________________________ LINE

BETWEEN ____________ AND ____________ DISTANCE ________ MI.

WORK COVERED BY ____________ DIVISION OR AREA. EST.NO. OR JOB ________ 19____

DATE OF INSPECTION FROM ____________ 19____ TO ____________ 19____

INSPECTOR ____________ APPROVED ____________ CHIEF INSPECTOR

USED - MOTOR CAR - AUTO. (CROSS OUT ONE OR BOTH)

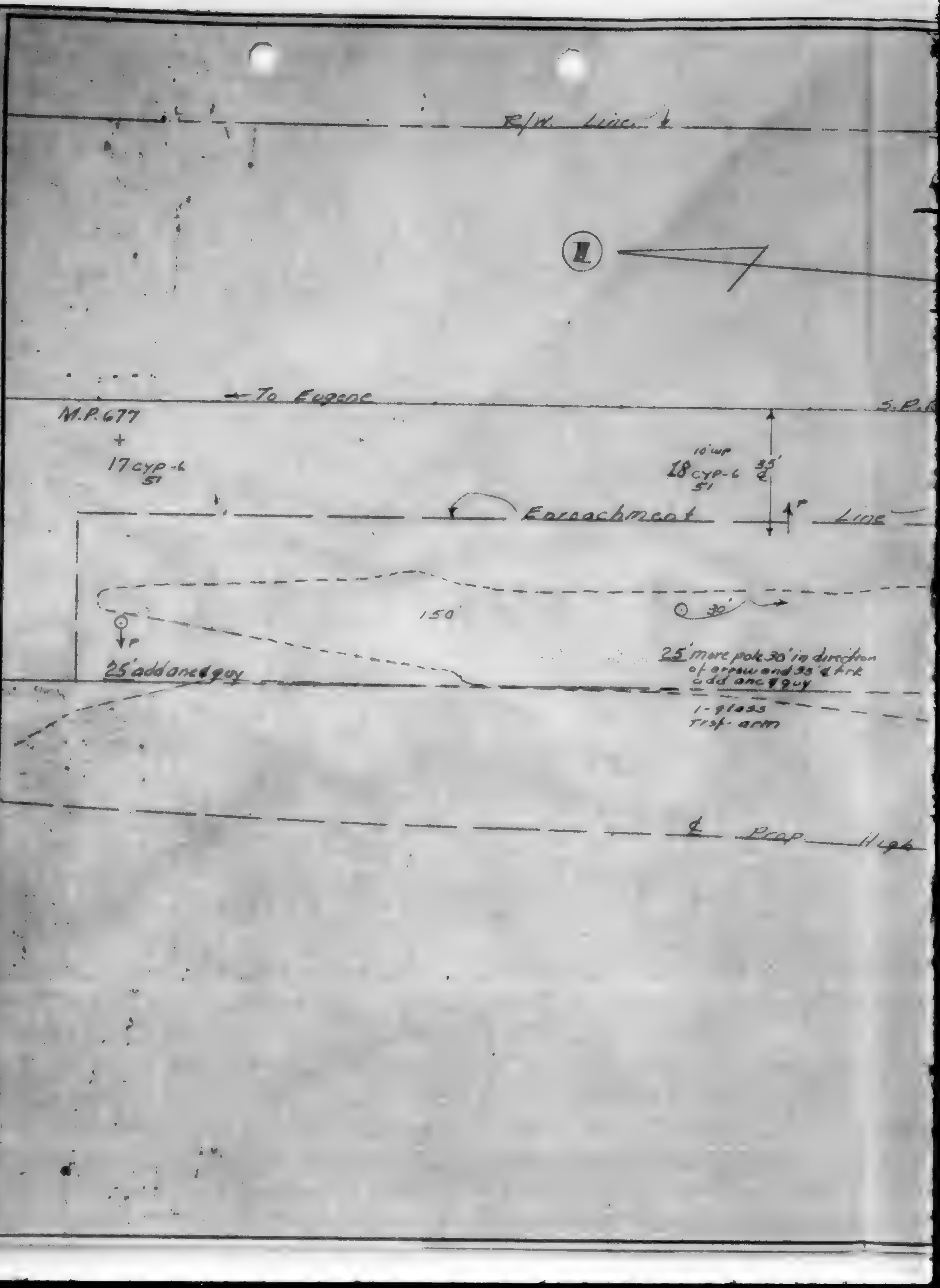
____________ SUPVR. OF LINES

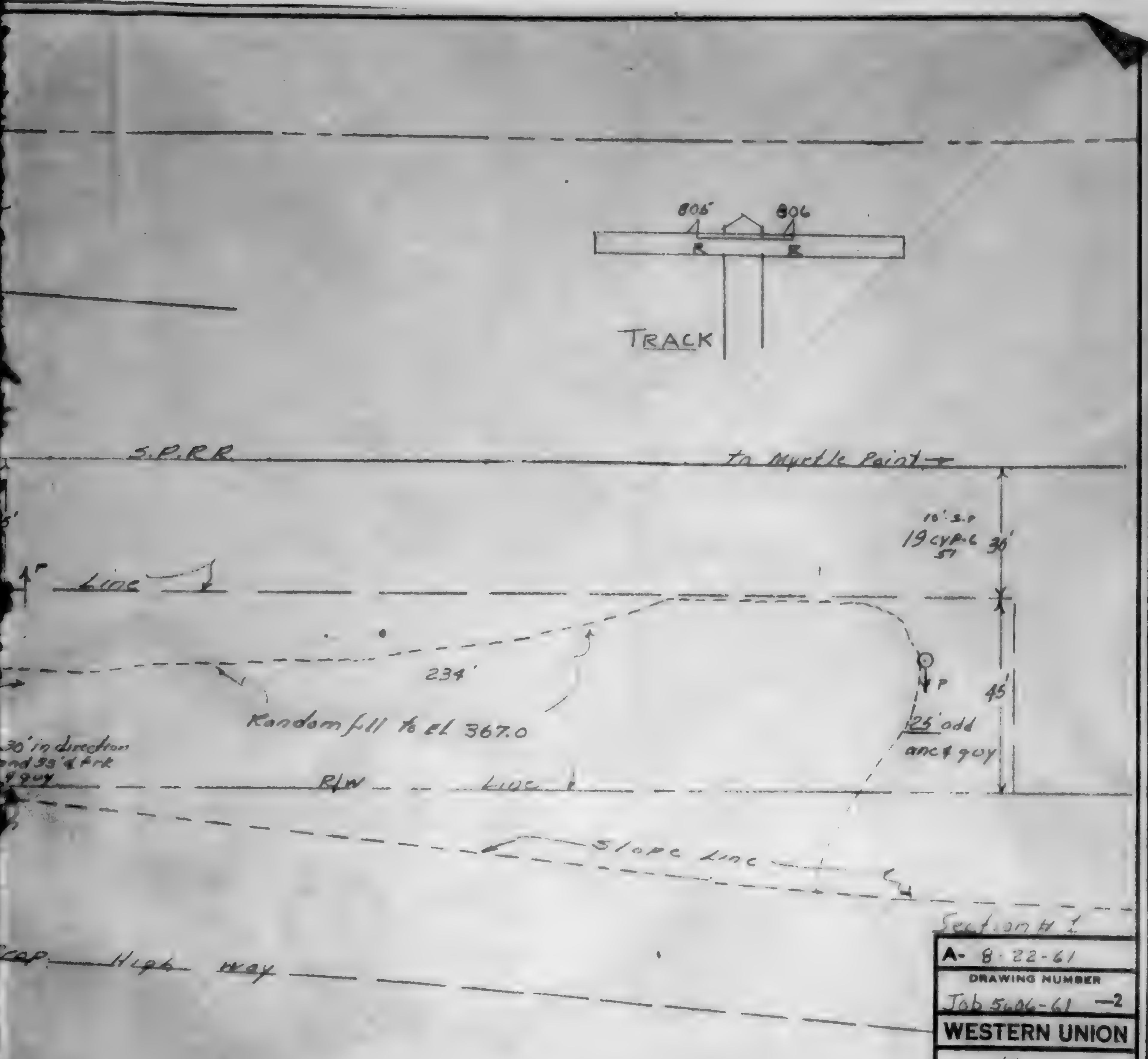
### STANDARD SYMBOLS AND ABBREVIATIONS

| SYMBOL | EXPLANATION | SYMBOL | EXPLANATION |
|---|---|---|---|
| ○ | EXISTING POLE | ○—○ | EXISTING "H" FIXTURE |
| ● | NEW POLE EITHER ADDITIONAL OR TO REPLACE ANOTHER | ●—● | PROPOSED "H" FIXTURE |
| ⊠ | POLE TO REMOVE:NOT DEFECTIVE | ○⊐ | EXISTING PUSH AND PULL BRACE. |
| ⊠ | POLE TO REPLACE IN EXISTING LOCATION:NOT DEFECTIVE. | ○■ | PROPOSED " " " " |
| ⊠ | POLE TO REMOVE:DEFECTIVE BUTT. | ○■ | PROPOSED GROUND BRACE. |
| ⊠ | POLE TO REPLACE IN EXISTING LOCATION ON ACCOUNT DEFECTIVE BUTT. | ○S | STRAIGHTEN POLE |
| ⊠ | POLE TO REMOVE ACCOUNT DEFECTIVE TOP. | ○2'→ | MOVE POLE TWO FEET IN DIRECTION OF ARROW |
| ⊠ | POLE TO REPLACE IN EXISTING LOCATION ACCOUNT DEFECTIVE TOP. | ○ 40'↑ | MOVE POLE FORTY FEET IN DIRECTION OF ARROW |
| ⊠ | POLE TO REMOVE ACCOUNT DEFECTIVE TOP AND BUTT. | ⊠ 30'<br>25' | PRESENT 30'POLE.<br>PROPOSED 25'POLE. |
| ⊠ | POLE TO REPLACE IN EXISTING LOCATION ACCOUNT DEFECTIVE TOP AND BUTT | D.A.<br>B-1 | DOUBLE ARMS.<br>BOLT TOP ARM. |
| ∅ | LOWER ARMS ONE GAIN ACCOUNT DEFECTIVE TOP. | ○ RN-1 | RENEW TOP ARM. |
| ∅ | LOWER ARMS TWO GAINS ACCOUNT DEFECTIVE TOP. | ○ RN-2 | RENEW 2nd. ARM. |
| ∅ | LOWER ARMS TWO GAINS TOP NOT DEFECTIVE. | ◑ | POLE OF FOREIGN COMPANY. |
| ∅ | RESET ACCOUNT DEFECTIVE BUTT. | oooo | EXISTING SCREEN GUARD. |
| ∅ | RESET.BUTT NOT DEFECTIVE. | ●●●● | PROPOSED " " |
| ⊖○ | EXISTING POLE WITH STUB REINFORCEMENT. | HX | HIGHWAY CROSSING. |
| ⊖● | PROPOSED STUB REINFORCEMENT. | PX | PRIVATE " |
| ○▭ | EXISTING PUSH BRACE | ═ | RIVER OR CREEK |
| ○■ | PROPOSED PUSH BRACE. | ⊠ | BUILDING |
| ○—< | EXISTING ANCHOR AND GUY. | ◇ | MILE POST.SHOW INCREASING MILES IN UPPER HALF AND DECREASING MILES IN LOWER HALF. |
| ○→ | PROPOSED " " " | ★ | THIS SYMBOL TO BE USED IN CONNECTION WITH GRADUAL RESPACING WORK TO DENOTE A PERMANENT LOCATION. |
| ○—× | REPLACE ANCHOR. | ⊙ | SET DEEPER. |
| ○—<RG | RENEW GUY | 25' | SALVAGE 25'CLASS "C" POLE. |

FORM
3109

BINDING SPACE


R/W Line
①
← To Eugene
S.P.
M.P. 677
17 cyp-6
51
10' wp
18 cyp-6
51
33' ℄
Encroachment Line
150'
30'
P
25' add anc & guy
25' move pole 30' in direction of arrow and 33' ℄ trk add anc & guy
1-glass
Trsf. arm
℄ Prop High


806
806
R
B
TRACK
S.P.R.R.
to Myrtle Point →
10' S.P
19 cyp-6
51
30'
Line
234'
45'
Random fill to el 367.0
25' odd
anc & guy
30' in direction
and 35' & frk
& guy
R/W
Line
Slope Line
High way

→ prop anc. & guy

Section # 1

A- 8-22-61

DRAWING NUMBER

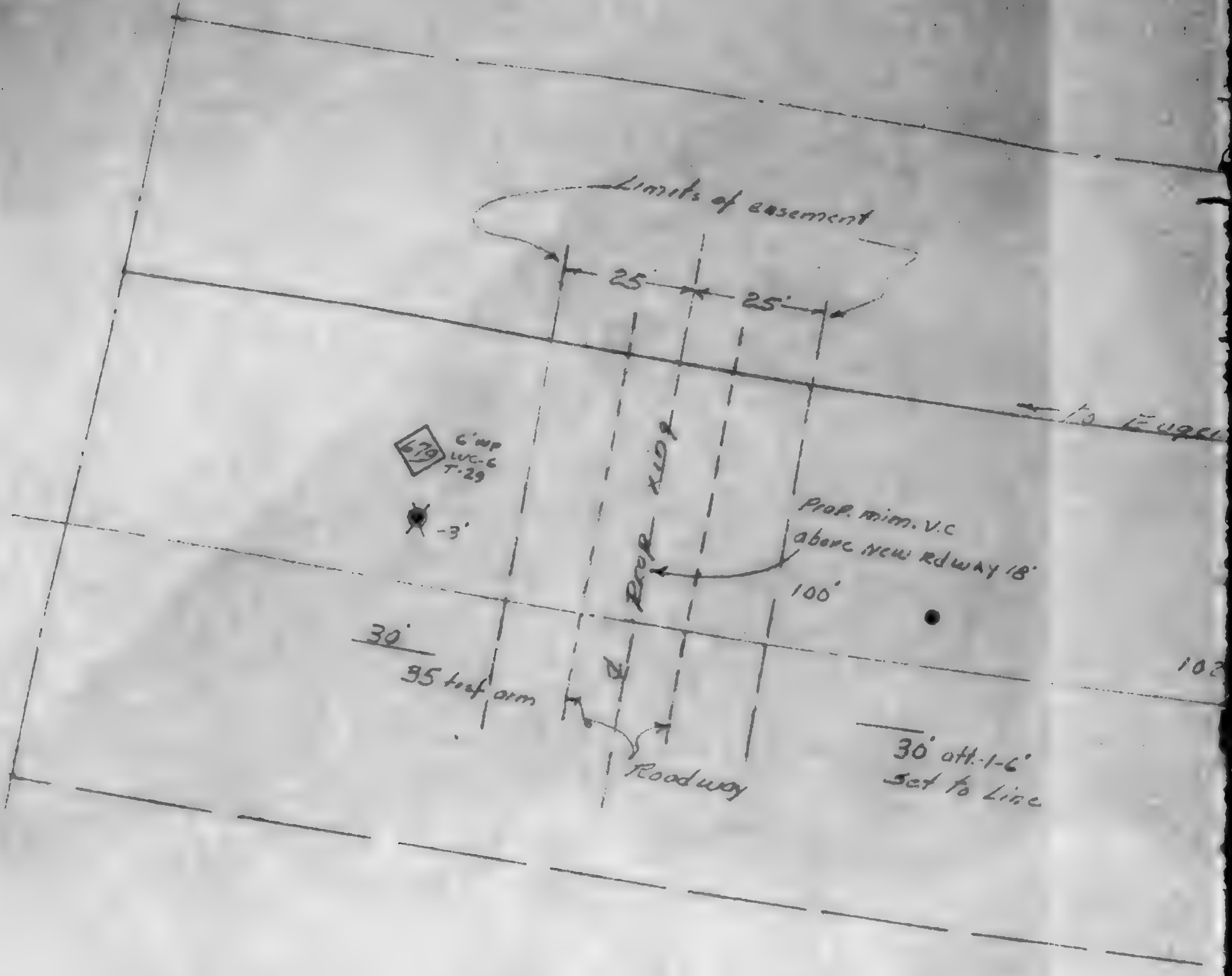
Job 5606-61 —2

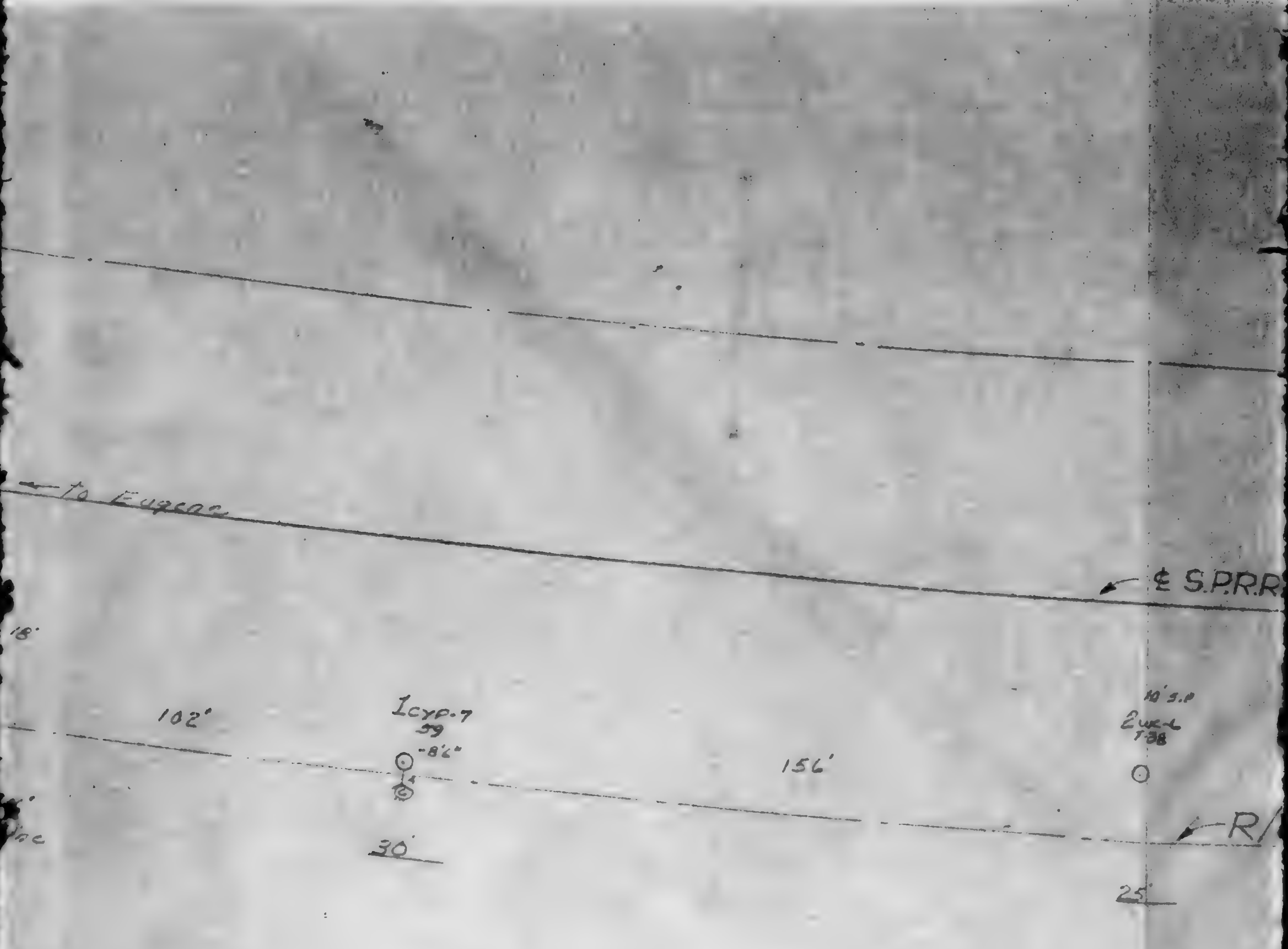
**WESTERN UNION**

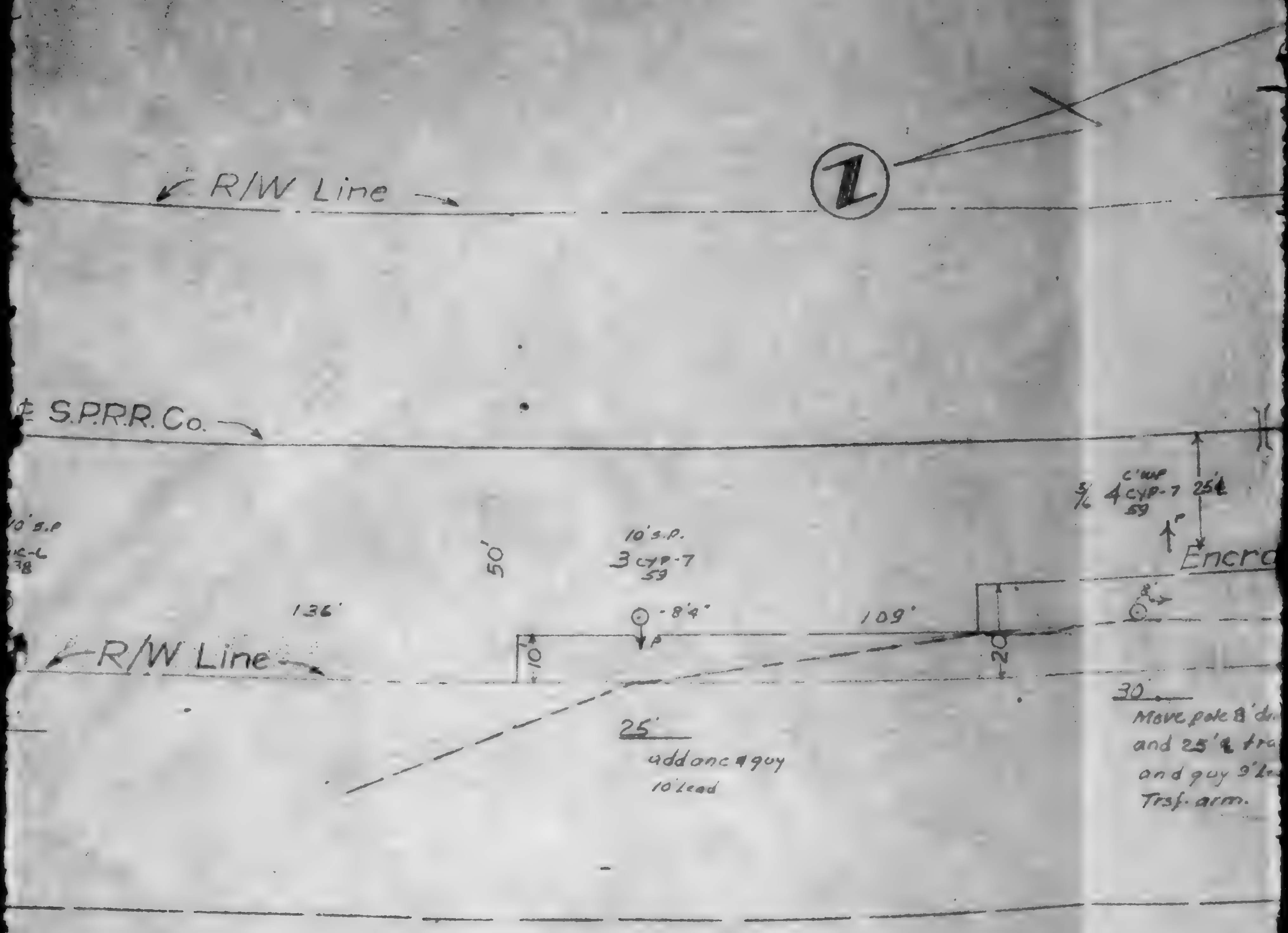
Southern-Pacific
Eugene-Myrtle
Point-Line
Rearrange Line
acc. & prop Hi way
const. and fill
work MP. 677+17
to MP. 677+19 dist.
0.07 mile
Walton-Austa
Ore.
Section #1

SCALE: 1" = 30'

DRAWN ICB
TRACED
CHECKED
ENGR'D. ICB
APPROVED

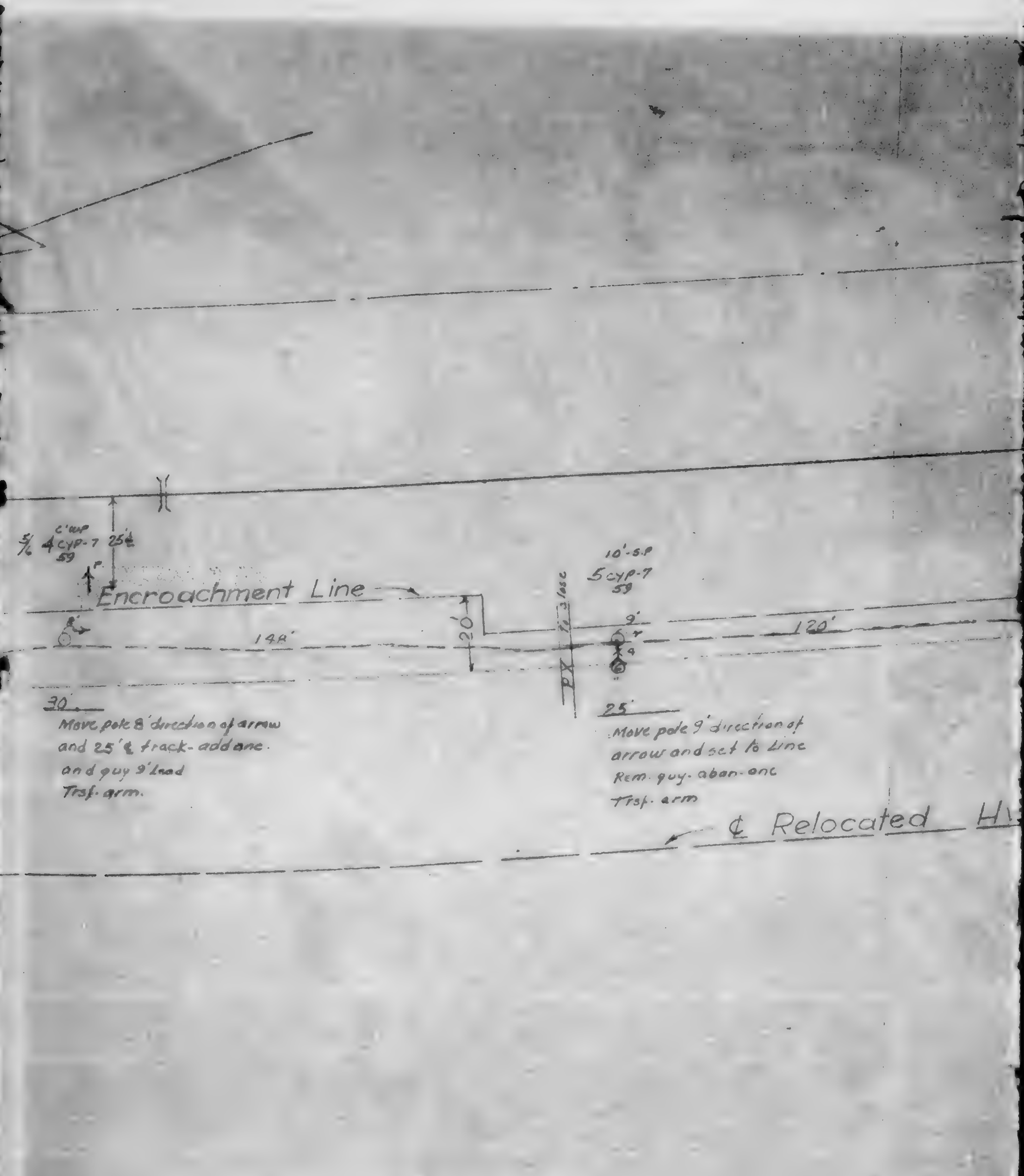

Limits of easement
25'
25'
to Euge
679
6' wp
WC-6
T-29
-3'
Prop RDWY
Prop. mim. V.C
above New RdWAY 18'
100'
102
30'
35 foot arm
℄
Roadway
30' att.-1-6'
Set to Line


← to Eugene
℄ S.P.R.R.
18'
102'
1 cyp-7
59
-8'6"
156'
10' S.P
2 wc-1
T-38
30'
25'
R/
ne


1
R/W Line
℄ S.P.R.R. Co.
10' s.p.
38
50'
10' s.p.
3 cyp-7
59
136'
8'4"
10'
109'
20'
5/6 4 C'wp cyp-7
59
25'
Encro
8'
R/W Line
25'
30'

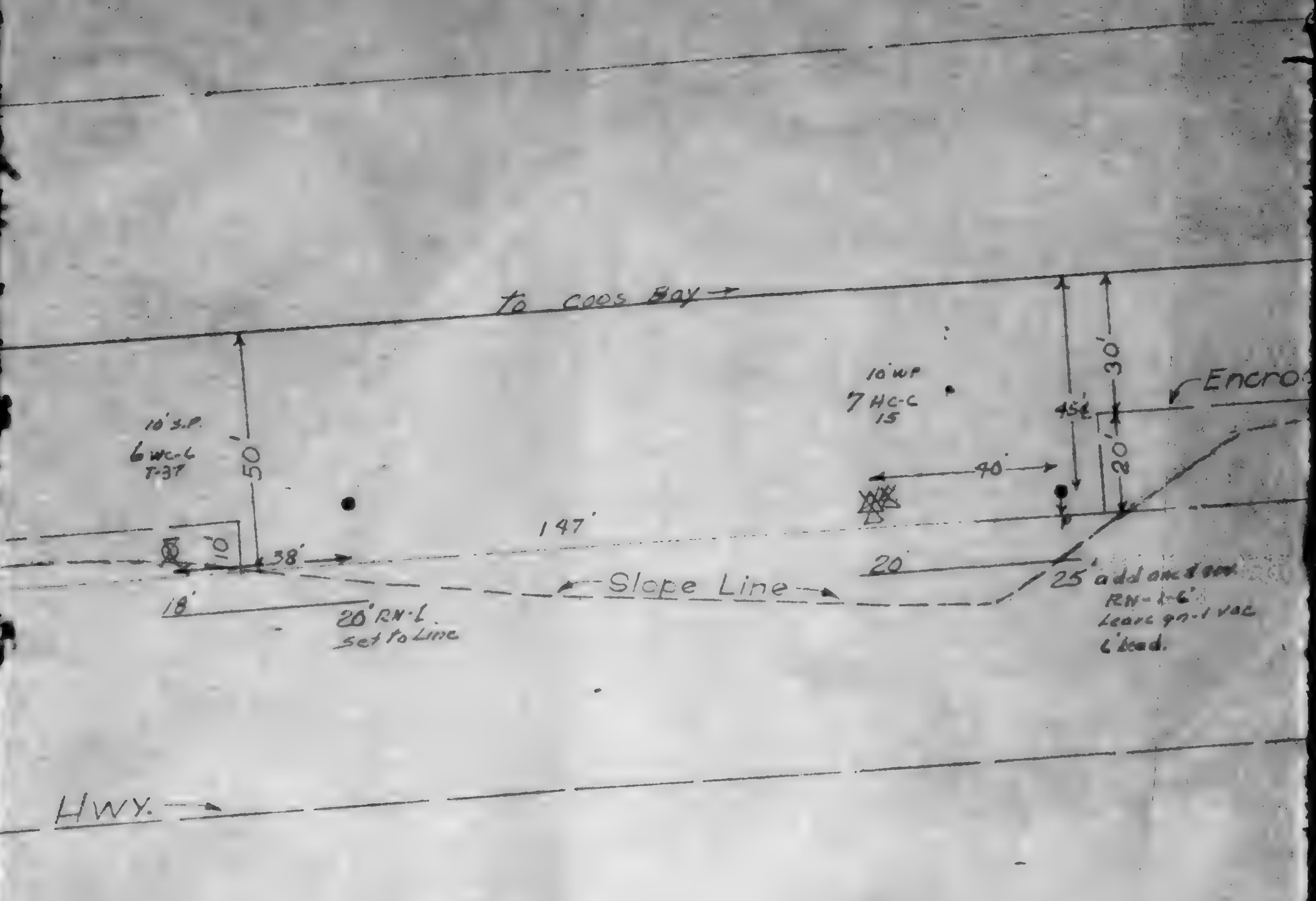
add anc # guy
10' Lead

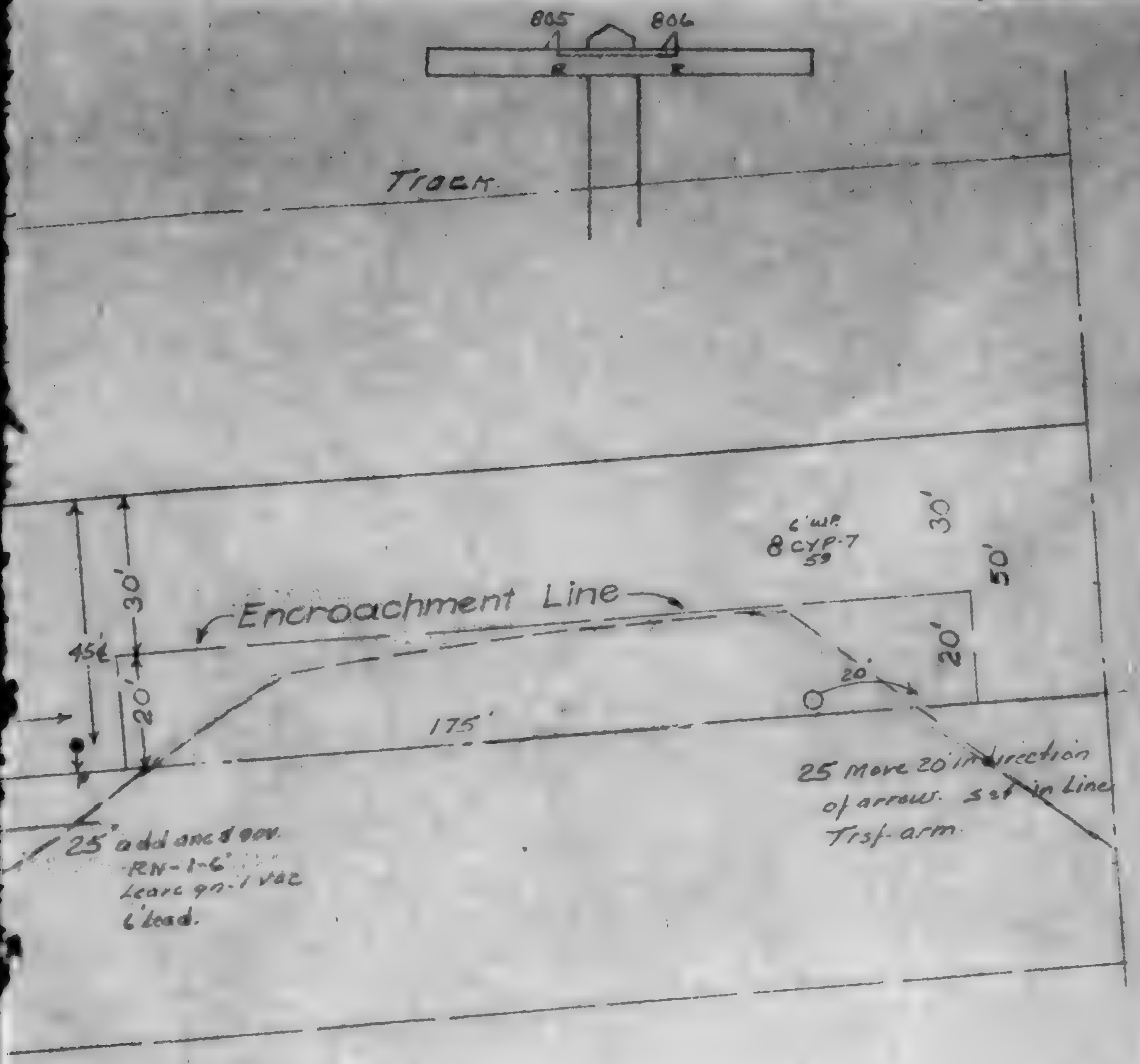
Move pole 8' di
and 25' ℄ tra
and guy 9' Le
Trsf. arm.


5/6 4 C'wp CYP-7 59
25' ¢
Encroachment Line
8'
148'
20'
PX
10'-S.P. 5 CYP-7 59
9'
4
120'
30'
25'
¢ Relocated H

Move pole 8' direction of arrow
and 25' ¢ track- add one.
and guy 9' lead
Trsf. arm.

Move pole 9' direction of
arrow and set to Line
Rem. guy. aban. one
Trsf. arm


to Coos Bay →
10' S.P.
6 WC-L
T-37
50'
10'
38'
18'
20' RN-L
Set to Line
147'
Slope Line
10' WP
7 HC-C
15
40'
45'
30'
20'
Encro
20'
25' add one [illegible]
RN-[illegible]
Leave [illegible]
[illegible]
HWY.


805
806
Track
Encroachment Line
45'
30'
20'
175'
6'W.P.
8 CYP-7
59
30'
50'
20'
20'
25' add anc & guy.
RN-1-6'
Leave gn-1 vac
6' lead.
25 Move 20' in direction
of arrow. set in Line
Trsf-arm.

# Legend \#

○ existing pole
⊗ remove pole
⊛ replace pole in existing location
● prop. new pole
→ prop anc. & guy.
—< existing anc. & guy.
X removal
25' Length existing pole
25' " prop. pole
RN : renew
R.G : reguy
Trsf : transfer

Section # 2

A- 9-14-61.

DRAWING NUMBER
Job-5606-61

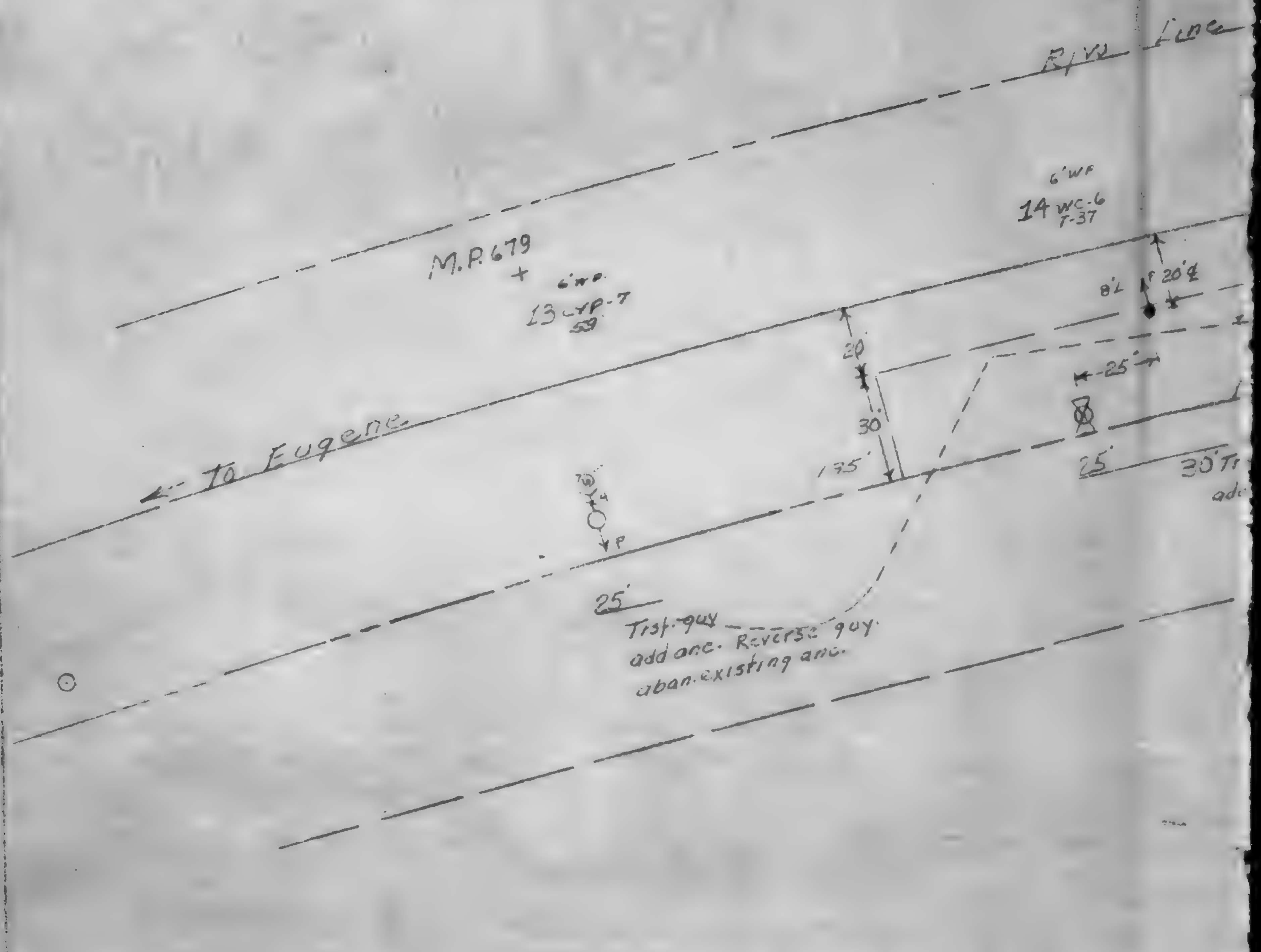
WESTERN UNION

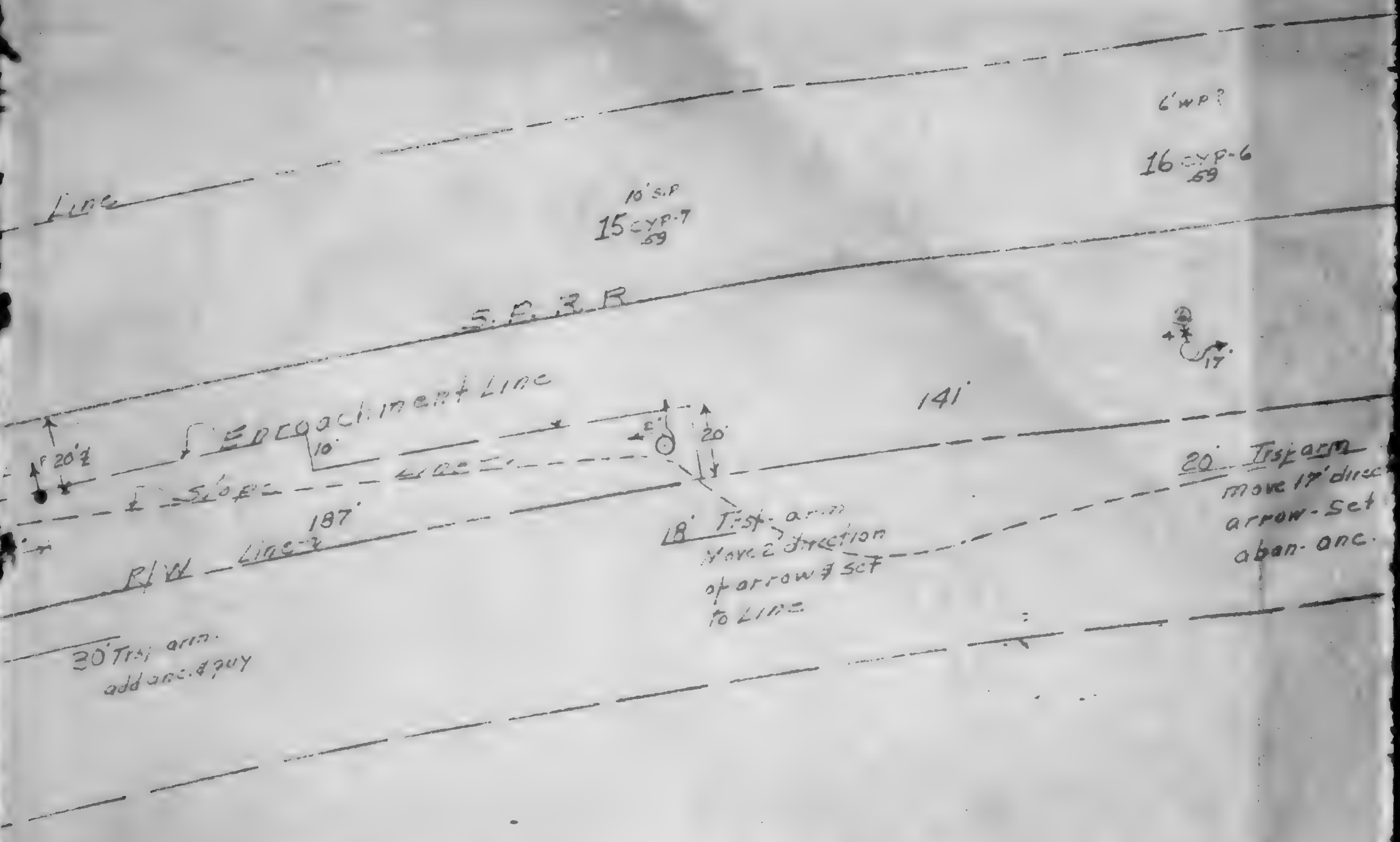
Southern-Sup
Eugene-Myrtle
Point-Line
Relocate Line acc't
Prop. Hiway Const.
& fill work MP 679
to to MP 679+
8 distance 0.25
Mile

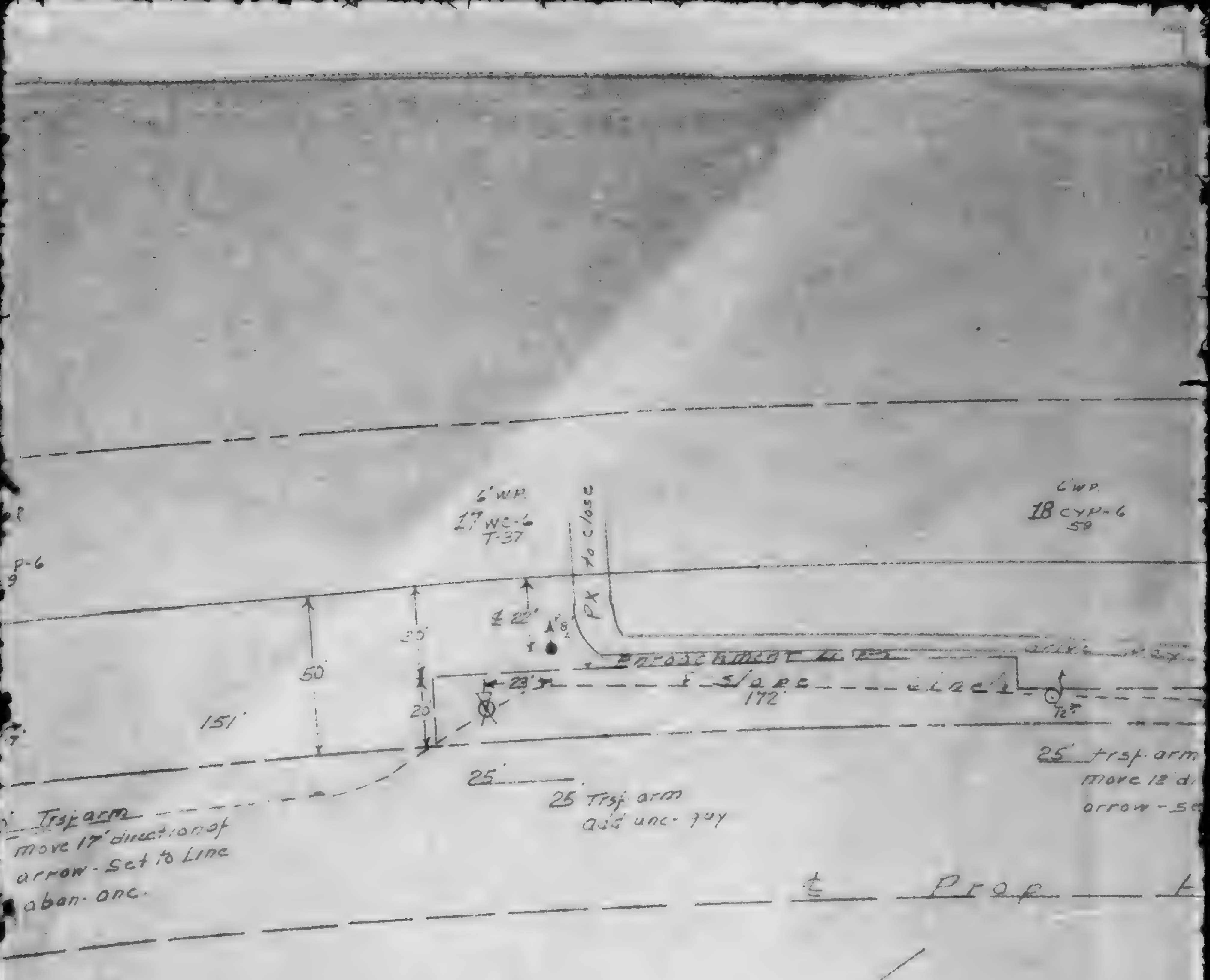
Watton-Austa
ORe.
Section # 2

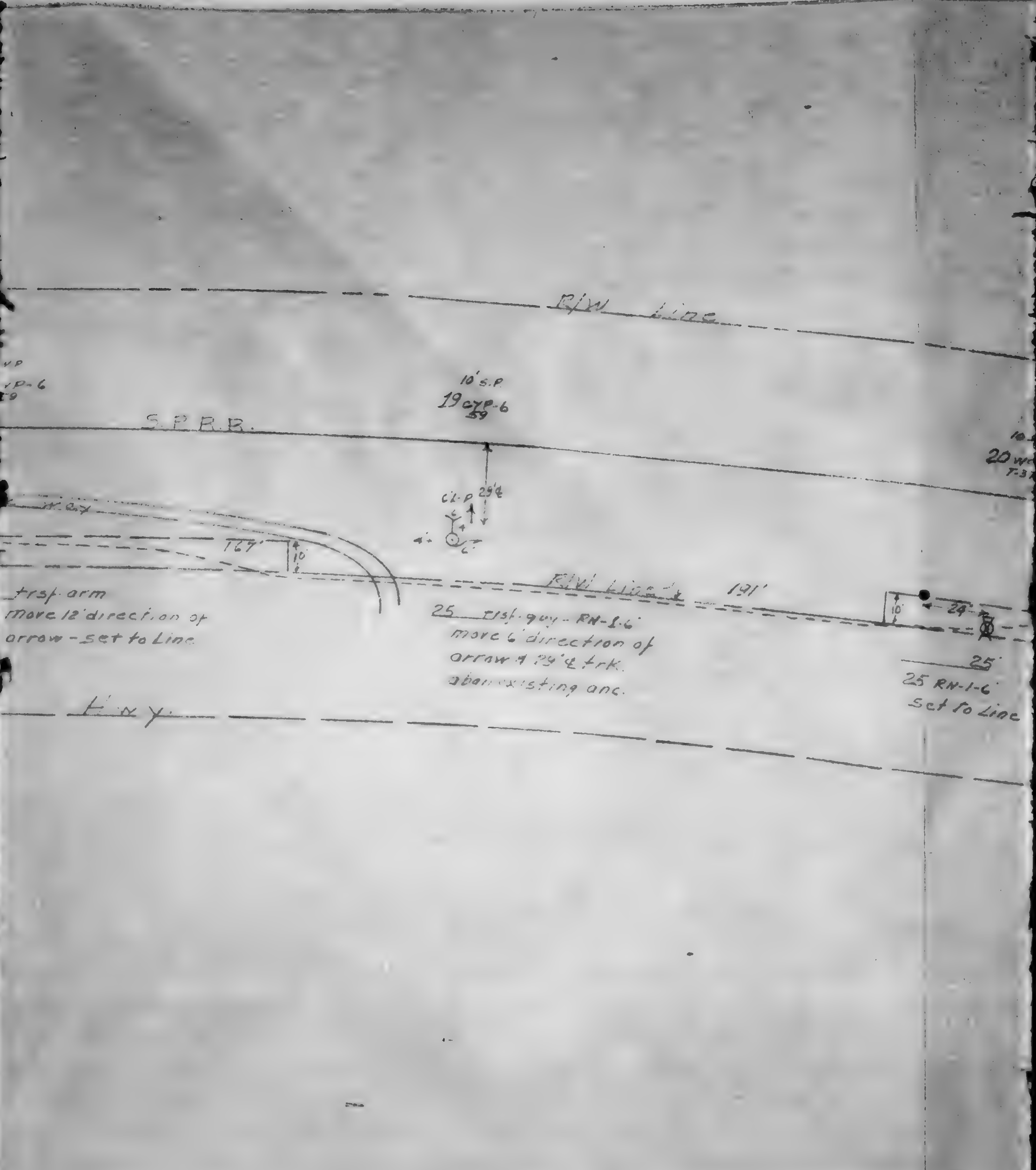
SCALE 1" = 30'
DRAWN E.B.S.
TRACED
CHECKED J C G
ENGRD
APPROVED

Binding Space


R/W Line
M.P. 679
6'WP
13 LYP-7
59
6'WF
14 WC-6
T-37
To Eugene
20
30
135'
8'L
F 20'¢
25'
25'
30'Tr
ad
7
4
P
25'
Tisf. guy
add anc. Reverse guy.
aban. existing anc.


Line
10' S.P
15 CYP-7
59
6' WP?
16 CYP-6
59
S. E. R. R.
Encroachment Line
141'
20'±
10'
2'
20'
℄ Slope Line
187'
R/W Line
18' Tst- arm
Move 2' direction
of arrow & set
to Line
20' Tst arm
move 17' direc
arrow - Set
aban. anc.
17'
30' Tst arm.
add anc. & guy

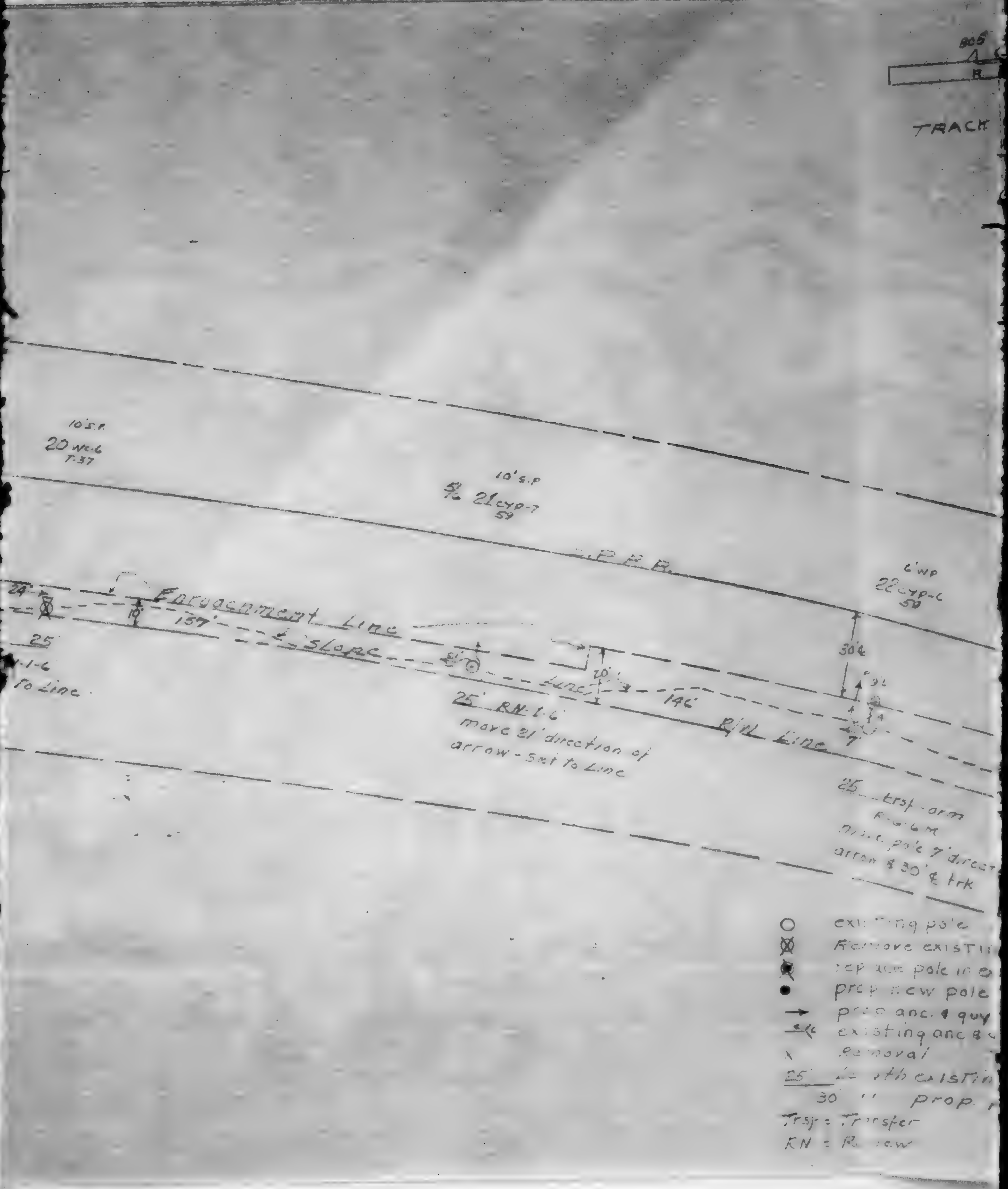

6'WP.
17 WC-6
T-37
PX to close
6'WP.
18 CYP-6
59
P-6
9
50'
20'
20'
22'
151'
23'
Encroachment Line
Slope line
172'
12'
25'
25 Trsf. arm
add anc. guy
Trsf. arm
move 17' direction of
arrow - Set to Line
aban. anc.
25' trsf. arm
move 12' di
arrow - se
℄ Prop

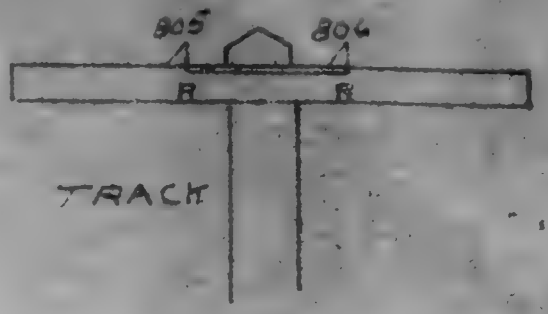

R/W Line
S.P.R.R.
10' s.p
19 c/p-6
59
29'¢
CL-P
167'
10'
R/W Line
191'
10'
24
25'
Hwy.
20 w

_trsf. arm
move 12' direction of
arrow - set to Line

25 trsf. guy - RN-1-6'
move 6' direction of
arrow 4 29' ¢ trk.
aban. existing anc.

25 RN-1-6'
Set to Line

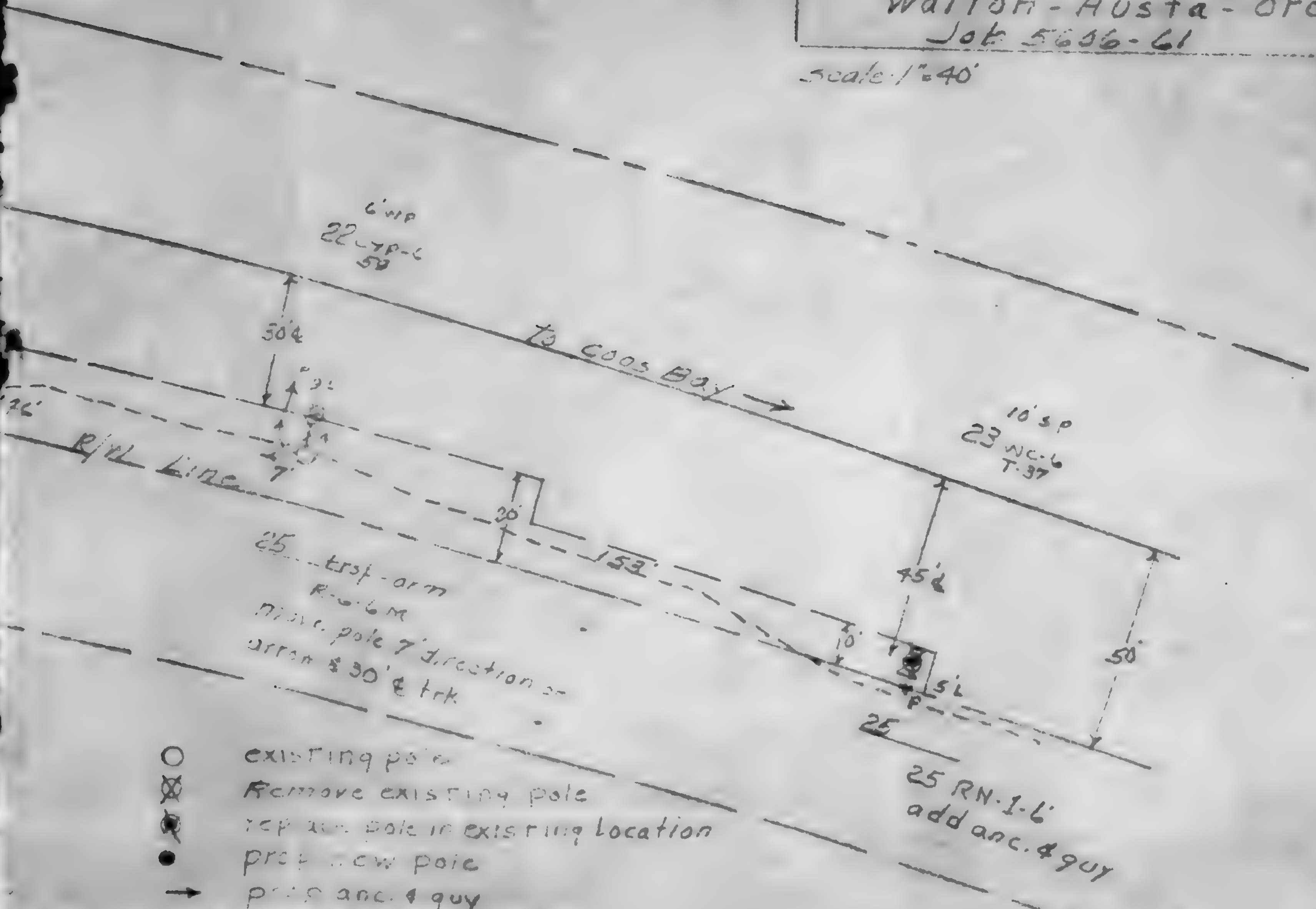

805
A
B
TRACK
10'S.P.
20 WC-6
T-37
10'S.P
5/2 21 cyp-7
59
P.E.R.
6'WP
22 cyp-6
59
24'
Encroachment Line
10'
137'
℄ Slope
21'
25
-1-6
To Line
10'
Line
3
146'
R/W Line
30'℄
9'
4
7'
25' RN-1-6
move 21' direction of
arrow - set to Line
25 trsf-arm
R-6-6M
move pole 7' direct
arrow & 30' ℄ trk
○ existing pole
⊗ Remove existin
replace pole in e
● prop new pole
→ prop anc. & guy
existing anc & 
x removal
25 length existin
30 " prop.
Trsf = Transfer
RN = Renew


805
806
R
R
TRACK

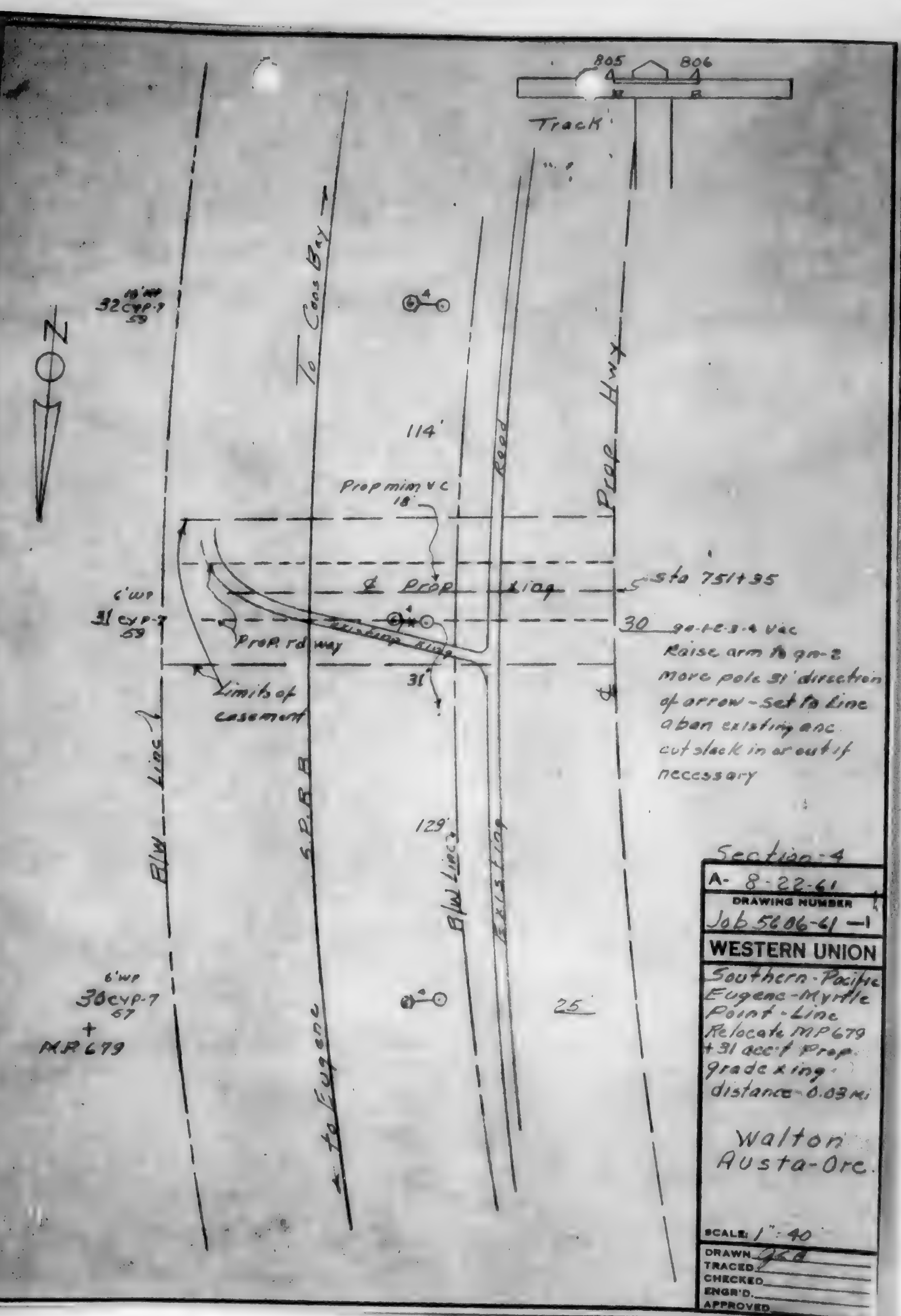
Section #3

Western Union telegraph Co
Southern- Pacific
Eugene- Myrtle Point-Line
Relocate Line acc't Prop Rwy
Const and Fill work MP 679+
13 to MP 679+23 distance 0.33
mile.
Walton - Austa - Ore.
Job 5656-61

Scale 1"=40'


6'WP
22-WP-6
58
30'
To Coos Bay →
10'SP
23 WC-6
T-37
R/W Line
20
153'
45'
50'
10'
5'
25
25 trsf-arm
R-6-M
move pole 7' direction of
arrow & 30' ℄ trk
25
25 RN-1-6
add anc. & guy

○ existing pole
⊠ Remove existing pole
● replace pole in existing location
● prop new pole
→ prop anc. & guy
existing anc & guy.
x Removal
25 length existing pole
30 " prop pole
Trsf = Transfer
RN = Renew


805
806
Track
To Coos Bay →
10'wp
32 cyp-7
59
N
114'
Road
Prop Hwy
Prop min v c
18'
℄ Prop xing
Existing xing
6'wp
31 cyp-7
59
Prop rd way
Limits of easement
31'
B/W Line
S.P.R.R.
B/W Line
Existing
129'
6'wp
30 cyp-7
57
+
MP 679
25
← to Eugene
℄

sta 751+35

30 ga-re-3-4 vac

Raise arm to gn-2
move pole 31' direction
of arrow - set to line
aban existing anc
cut slack in or out if
necessary

Section-4

A- 8-22-61

DRAWING NUMBER
Job 5606-61 -1

**WESTERN UNION**

Southern-Pacific
Eugene-Myrtle
Point-Line
Relocate MP 679
+31 acc't Prop.
grade xing.
distance 0.03 mi

Walton
Austa-Ore.

SCALE: 1" : 40

DRAWN GKB
TRACED
CHECKED
ENGR'D.
APPROVED

FORM

BINDING SPACE

RECEIVED
OCT 25 1961
FOR FILING

[illegible]

5967

October 25, 1961

Mr. F. L. Sulloway
Area Plant Superintendent
The Western Union Telegraph Company
125 - 12th Street
Oakland, California

Re: Siuslaw River-Walton Section
Eugene-Mapleton Highway
Lane County

Dear Sir:

I have your letter of October 18 transmitting estimate of cost and plans for the revision of your facilities on the Siuslaw River-Walton Section of the Eugene-Mapleton Highway in Lane County. This is to advise our approval of your plans and to authorize you to proceed with the work of revision at the State's cost at your earliest convenience.

This is a federal-aid project, and reimbursement for your costs will be made under the rules and regulations of the Bureau of Public Roads covering such matters.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

S-284(?)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1961

Section E. Unit, Siuslaw River-Walton

Kind of work Grading, Oiling and Structures

Highway Mapleton-Eugene County Lane

Section prefix 120-1077

Contractor Stanley Wilt

Contract number 5967

Date of contract Sept. 15, 1961

Specified work days 140

Date work started Sept. 25, 1961

Work days used 5

Project authorization $636,129.56

Exclusive of engineering $590,892.68

Per cent of time elapsed 3.6%

Estimated cost of completed project, exclusive of engineering $590,892.68

Estimated per cent overrun or underrun 0%

Per cent of contract completed, based on estimated cost 1%

Engineering authorization $45,235.88

Engineering cost to date $4,300, 10.5%

Date project was completed 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 0 | 0 | 0 | 0 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor started clearing on Monday and has been working between sta. 640 and 805 and also between stas. 935 and 950.

Div. Engr. F. D. Morgan in office on Tue.

NOTED
JOHN R. OAKES

RECEIVED
2 1961

WB

Signed William N. Bailey Res. Engr.

Address 1710 Orchard St. Eugene.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

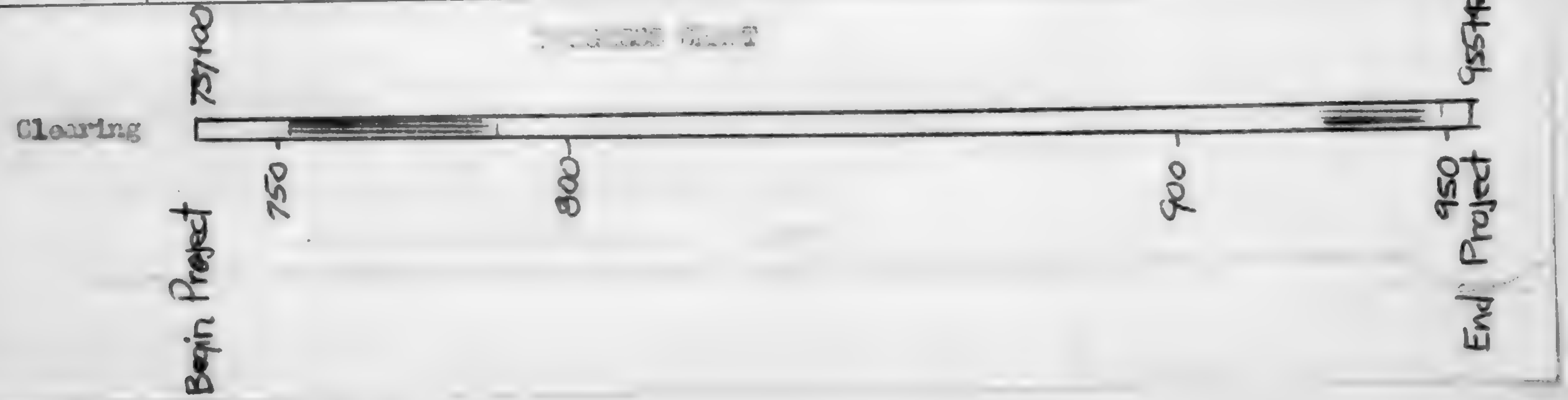
| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | [illegible].06 | [illegible] | | [illegible] | |
| Miles partially completed | 0 | 0 | | 0 | |
| Miles completed | 0 | 0 | | 0 | |
| Total estimated quantities (contract) | [illegible] c.y. | [illegible] tons | | [illegible] tons | |
| Total quantities corrected to date | [illegible] | [illegible] | | [illegible] | |
| Estimated quantities moved or placed to date | 0 | 0 | | 0 | |
| Average daily quantities | [illegible] | 0 | | 0 | |
| Average daily quantities necessary to complete project on time | [illegible] c.y. | [illegible] tons | | [illegible].76 tons | |
| Number shifts per day | 1 | 0 | | 0 | |
| Hours per shift | 9 | | | | |
| Average force on project for week | [illegible] | | | | |

| | |
|---|---|
| Men | [illegible] |
| Supervision | [illegible] |
| Men and trucks under 3 tons | 0 |
| Men and trucks over 3 tons | 0 |
| Men and tractors | [illegible] |

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ........., Bulldozers 1, Compaction rollers ........., Tractor [illegible] 1, Pickups 2, [illegible] 4

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | [illegible] | | |
| Friday | " " | | |
| Saturday | | | |



RECEIVED
SEP 28 1961
FOR FILING

[illegible]

5967

September 28, 1961

Mr. H. N. Williamson, Chief Engr.
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Reference is made to Mr. Kilborn's letter of September 27, 1961, 323-3 (0-PD-61-13), in which he requested that we send you an additional set of special provisions and plans together with a copy of our Contract No. 5967 with Stanley Wilt covering grading, oiling and structural work on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, bids for which were received in Salem on September 13, 1961.

Complying with Mr. Kilborn's request we are mailing, under separate cover, the additional set of special provisions, plans and contract as set forth above.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:bb

cc: Mr. A. W. Kilborn, Supt.
Southern Pacific Co.
Union Station
Portland 9, Oregon

RECEIVED
SEP 28 1961

FOR FILING

5 23 [illegible]

5967

September 27, 1961

Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

**Contract #5967 - awarded Sept. 15, 1961**
**Grading-oiling-structure**
**East Unit, Siuslaw River-Walton Section**
**Mapleton-Eugene Secondary Highway**
Lane County.

Dear Sir:

Due to an oversight, the revised "minimum hourly wage rates" for Hoisting and Portable Engineers, were not included when this contract was being assembled. We are enclosing three sets for the three copies of contract #5967 sent to you on September 26, 1961.

Will you please insert them in the front part of the contract just after the sheet entitled "Revisions of Special Provisions".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Enc.

RECEIVED
SEP 26 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 25, 1961

Mr. A. W. Kilborn
Superintendent
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of our Contract No. 5967 with Stanley Wilt together with a copy of the special provisions and plans covering grading, oiling and structural work on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, bids for which were received in Salem on September 13, 1961.

In general the new improvement parallels your company's tracks with encroachments for fills, access roads, drainage and cattle guard construction as indicated on Sheets 3, 4, 5 and 7 of the plans for this project.

The special provisions augment our standards for railroad protection, particularly as given on pages 54 to 59 inclusive of the special provisions, and our contractor is to provide $250,000-$500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
G. S. PAXSON

By

R. L. Porter
Office Engineer

JWR:lt

cc: G. S. Paxson ✓

H. M. Williamson, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, Calif.

RECEIVED
SEP 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 22, 19 61

Section E. Unit, Siuslaw River-Walton

Kind of work Grading, Oiling and Structures

Highway Mapleton-Eugene County Lane

Section prefix 120-1077

Contractor Stanley Wilt

Contract number 5967

Date of contract Sept. 15, 19 61

Specified work days 140

Date work started Not started yet, 19

Work days used None

Project authorization $636,129.36

Exclusive of engineering $590,893.68

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $590,893.68

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 0 %

Engineering authorization $45,235.68

Engineering cost to date $3611, 8 %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has brought in one dragline and two dozers and plans to start clearing on Monday.

Workday charges begin next week.

Asst. Div. Engr. L. R. Rulien over project on Tue.
Div. Engr. F. D. Morgan in office on Tue.

NOTED

RECEIVED
SEP 25 1961

YB

OB

NOTED
C. E. PAULSEN

Signed William Y. Buley Res. Engr.

Address 1410 Orchard St., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| **Miles in project** | 4.06 | 4.12 | | 4.12 | |
| **Miles partially completed** | 0 | 0 | | 0 | |
| **Miles completed** | 0 | 0 | | 0 | |
| **Total estimated quantities (contract)** | 326,800 c.y. | 80,400 tons | | 374 tons | |
| **Total quantities corrected to date** | same | same | | same | |
| **Estimated quantities moved or placed to date** | 0 | 0 | | 0 | |
| **Average daily quantities** | 0 | 0 | | 0 | |
| **Average daily quantities necessary to complete project on time** | 2,334 c.y. | 574 tons | | 2.67 tons | |
| **Number shifts per day** | 0 | 0 | | 0 | |
| **Hours per shift** | | | | | |
| **Average force on project for week** | 0 | 0 | | 0 | |

**Men**

**Supervision**

**Men and trucks under 3 tons**

**Men and trucks over 3 tons**

**Men and tractors**

**Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........**

**Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........**

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| **Sunday** | | | |
| **Monday** | Showers | | |
| **Tuesday** | Fair | | |
| **Wednesday** | Cloudy | | |
| **Thursday** | " | | |
| **Friday** | Fair | | |
| **Saturday** | | | |

RECEIVED
SEP 11 1961
FOR FILING
5-234.01
39.4

Salem, Oregon
September 11, 1961

Mr. Walter T. Wright

Herewith copy of a permit of entry from the Southern Pacific Company covering the Siuslaw River-Walton Section of the Eugene-Mapleton Highway.

You will note the provision for payment to the Southern Pacific Company for the two parcels which are No. 1 in the easement descriptions furnished me, and also the payment of $100.00 for the parcel of land for which ownership is disputed. I have discussed this with Mr. Moehring, and we have agreement to this payment for the Railroad Company. Payment should, however be withheld until the final construction agreement and indenture of easement are in our hands.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. R. L. Porter

RECEIVED
SEP 11 1961
FOR FILING

5-23.4(17)

55-7

September 11, 1961

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Siuslaw River-Walton Section
Eugene-Mapleton Highway

Attention: Mr. Holmes

Dear Sir:

I am returning herewith a copy of the permit of entry upon your property for the construction of the Siuslaw River-Walton Section of the Eugene-Mapleton Secondary Highway in Lane County.

The State of Oregon is prohibited by its Constitution from entering into indemnity or hold harmless agreements. In view of this prohibition, I have endorsed the permit of entry with a provision under which the State will cause its contractor to furnish the Southern Pacific Company with the usual liability and property damage insurance in the amounts of $250/$500,000 and will also include in its contract with its contractor the usual provisions relating to relations with the Railroad and protection of Railroad's operations and property. I presume that this will be included in the usual construction agreement which you are now preparing for this project. With this provision, I believe you will find that the matters between the Railroad and the State are in line with all other agreements which have been executed in the last few years.

I would appreciate it if you would take this matter up with Mr. Widdas, explaining the matter to him.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams, Mr. Walter T. Wright, Mr. R. L. Porter

4-59

8-2289

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

REAL ESTATE DEPARTMENT

E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER

IN REPLY PLEASE REFER TO

Globe-0-5

September 8, 1961

Mr. W. C. William
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. A. Paxson,
Asst. State Highway Engineer

Gentlemen:

This refers to proposed conveyance of property and grant of easements and temporary construction permits on property at Globe, Oregon, to State of Oregon, in connection with State's improvements to Eugene-Mapleton Highway.

As requested, Southern Pacific Company hereby permits State of Oregon to enter upon the parcels of property illustrated on attached print of Portland Division Drawing P-17648 F, revised August 17, 1961, prior to completion of this transaction under the following conditions:

1) State will compensate Railroad in amount $250 for the two parcels containing a total of 2.51 acres, more or less, to be conveyed in fee, plus $100 for the parcel containing 0.33 acre, more or less, all as illustrated on the attached print.

2) All expenses in connection with this transaction will be assumed by others than Southern Pacific Company.

3) State agrees that all work shall be done without interference in any way whatsoever with operations of Railroad.

4) State's contractor shall furnish protective insurance to cover his work on and adjacent to Railroad right of way.

It is understood that State agrees to indemnify and hold Southern Pacific Company harmless from and against any and all loss, damage, claims for damages, loss and expenses arising or growing out of injuries, to or deaths of, persons and/or destruction of, or damage to property resulting directly or indirectly, in whole or in part, from any work performed upon or State's occupancy of the property of Southern Pacific Company under terms of this agreement.

If the arrangement as stated above is satisfactory, please endorse your acceptance on attached copy of this letter and return to me.

Very truly yours,

12-B

E. F. Widdas RPB

---

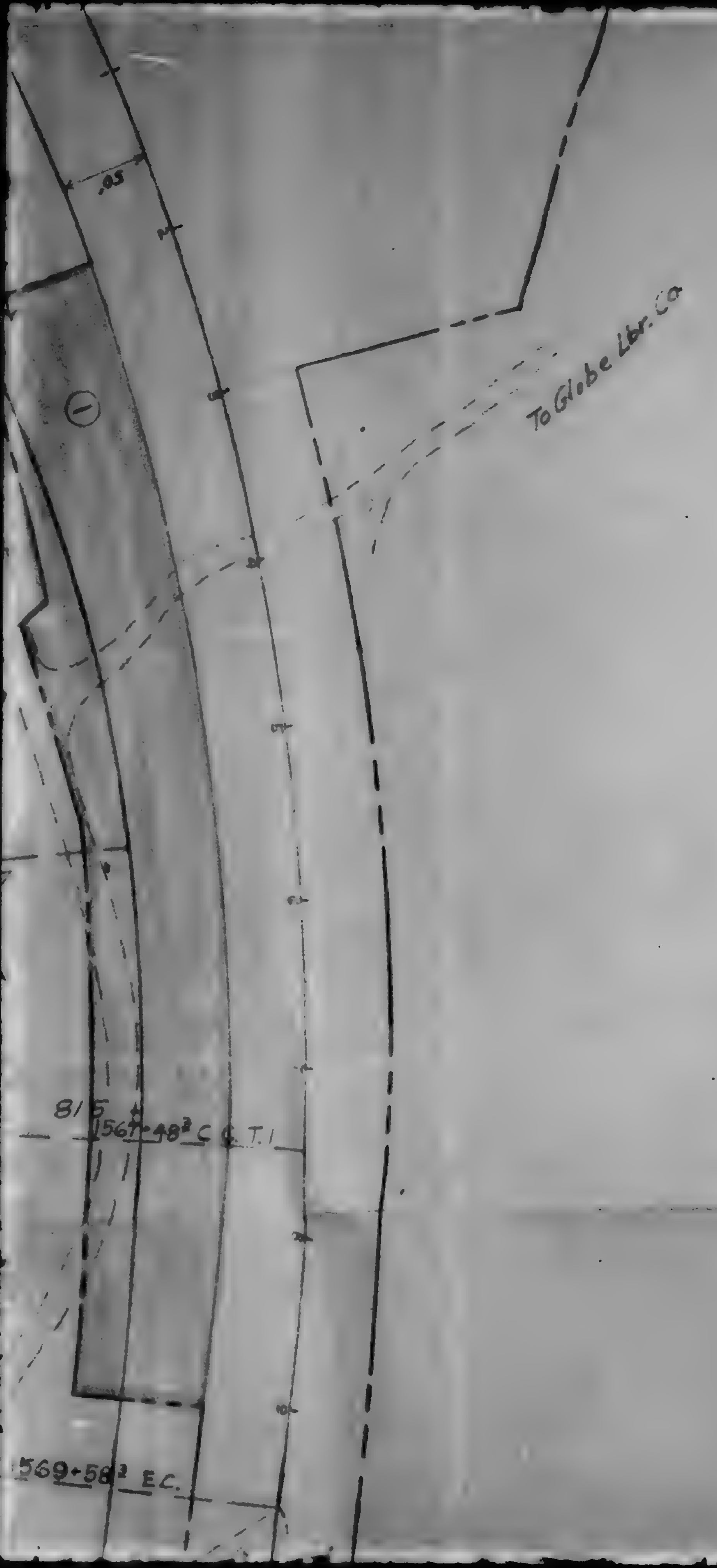
September 11, 1961

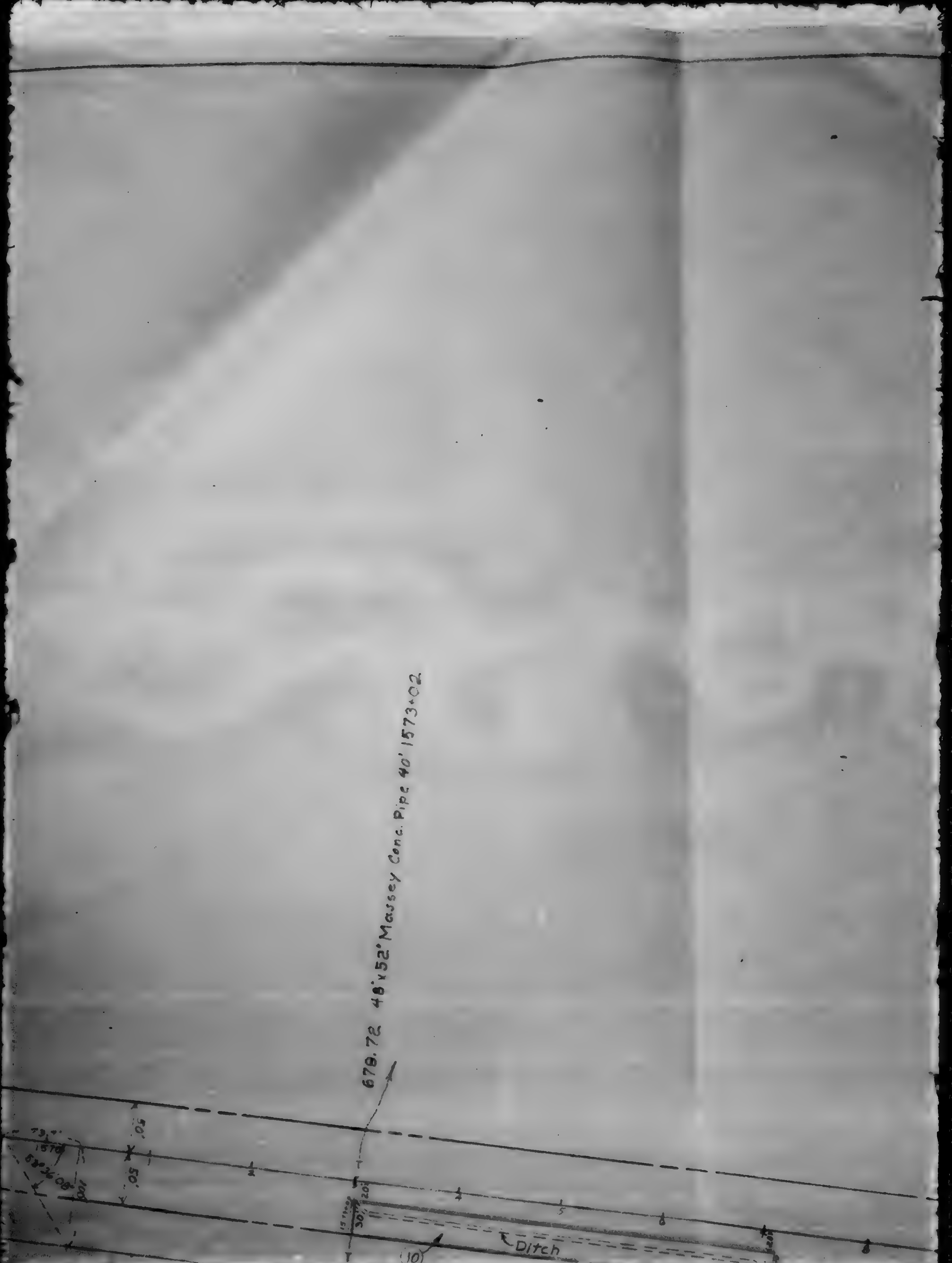
This permit of entry for work on Southern Pacific Company's property is agreed to and accepted subject to the following modification: The State of Oregon is prohibited by law from entering into indemnity and hold harmless agreements. In lieu thereof the State agrees to require its contractor to furnish to Southern Pacific Company protective insurance in the amounts of $250/$500,000 and to include in its contract the usual provisions covering relations with the railroad and protection of railroad's operations and property.

G. S. Paxson

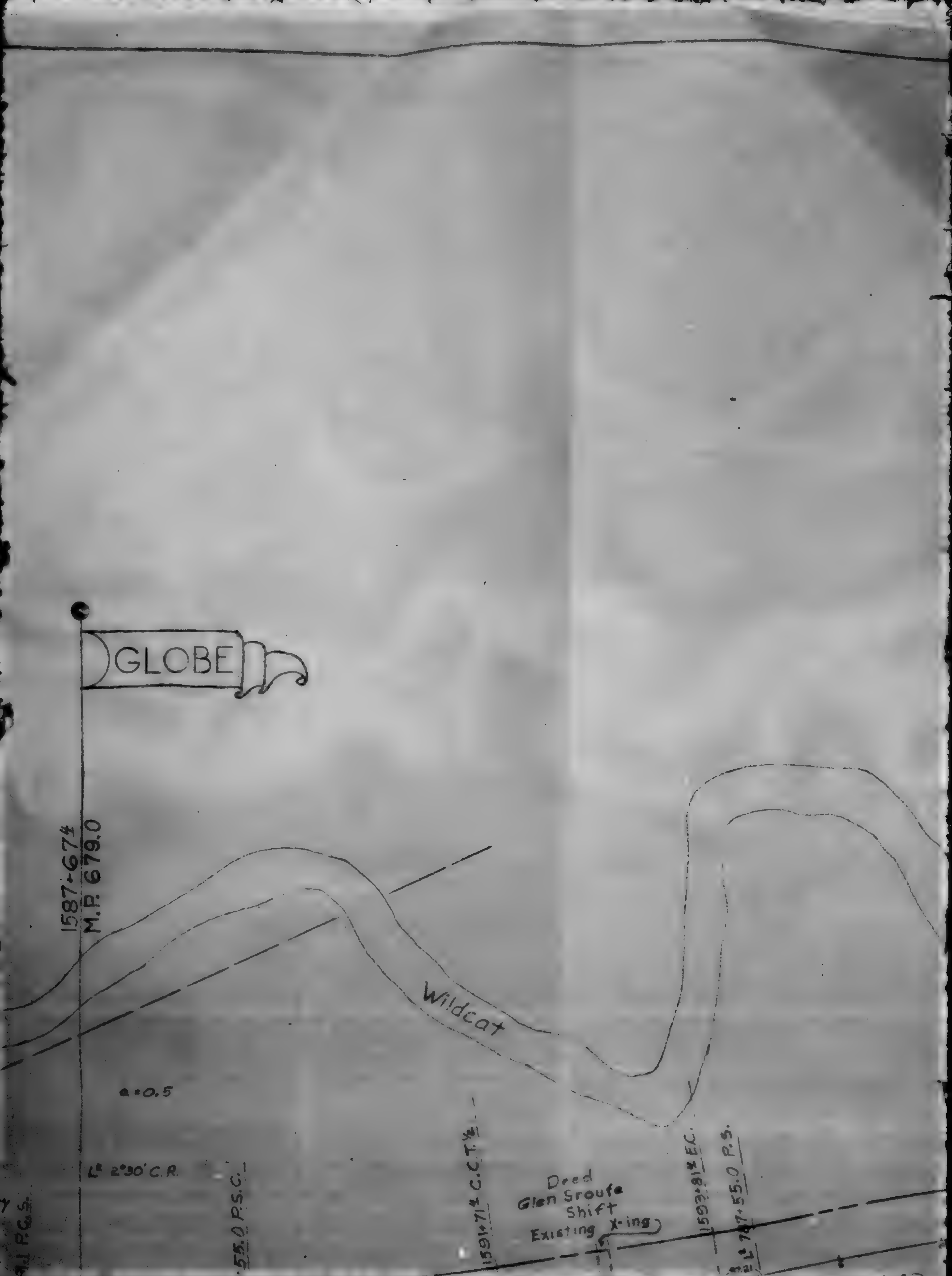
RECEIVED
[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

678.43
2-59'10⅛" Thru Plate Girder Spans
74' Open Deck Trestle
14' Open Deck Trestle
13
12
1560

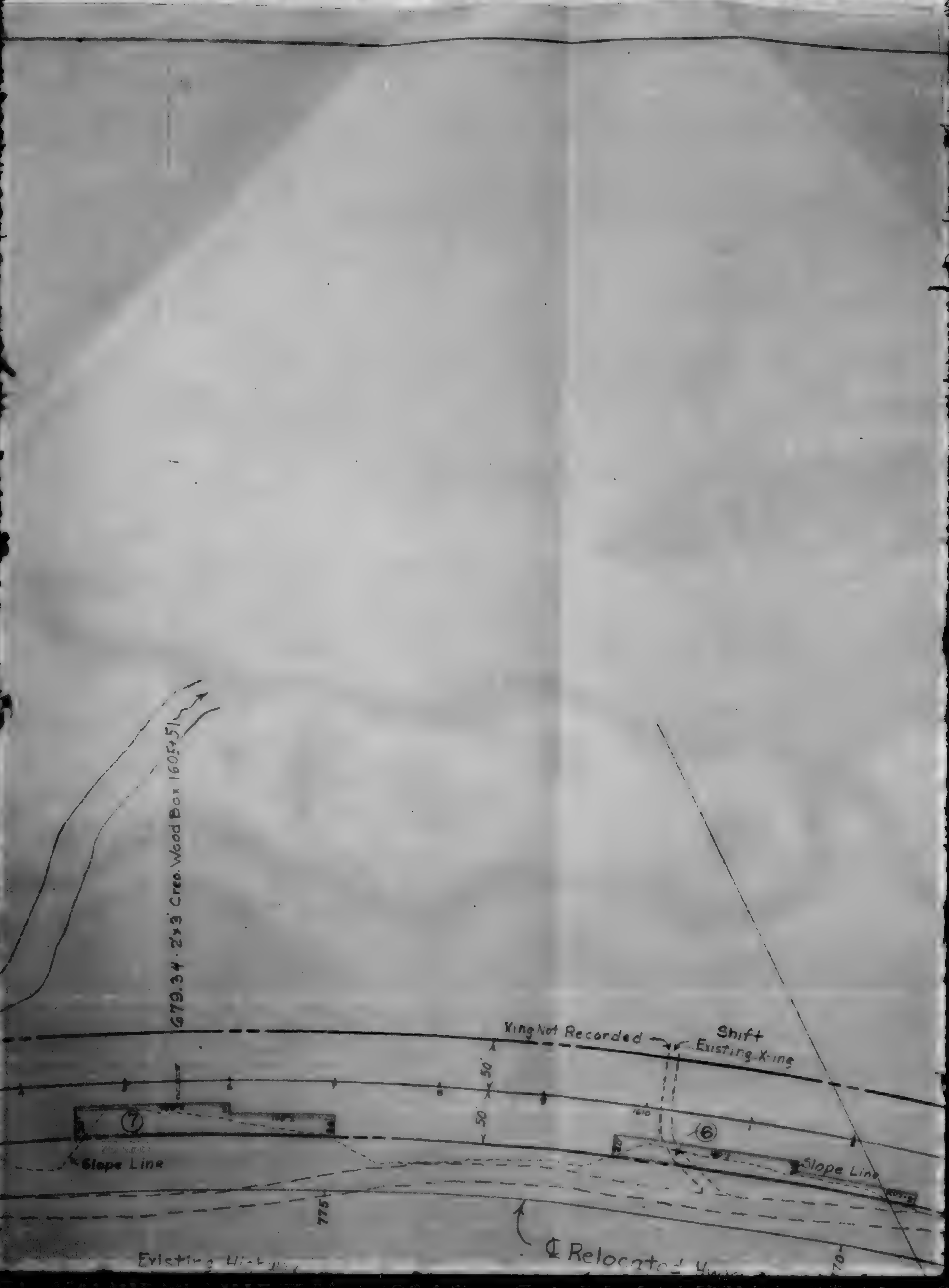

.05
①
To Globe Lbr. Co
815
567+48² C.S.T.
569+58² E.C.


678.72 48"x52" Massey Conc. Pipe 40' 1573+02
73.4'
1570
63°26'08"
1571+00
Ditch
(10)

BOC+10.9 P.O.T. =
799+81.1 P.T. Bk. =
EQUA
1582+66.8 B.C.T. ½
584+76.8 C.C. 2° Lt.
Private Crossing
(Replaces Existing Facility
at R.R. E.S. 1592+75)
P.C.

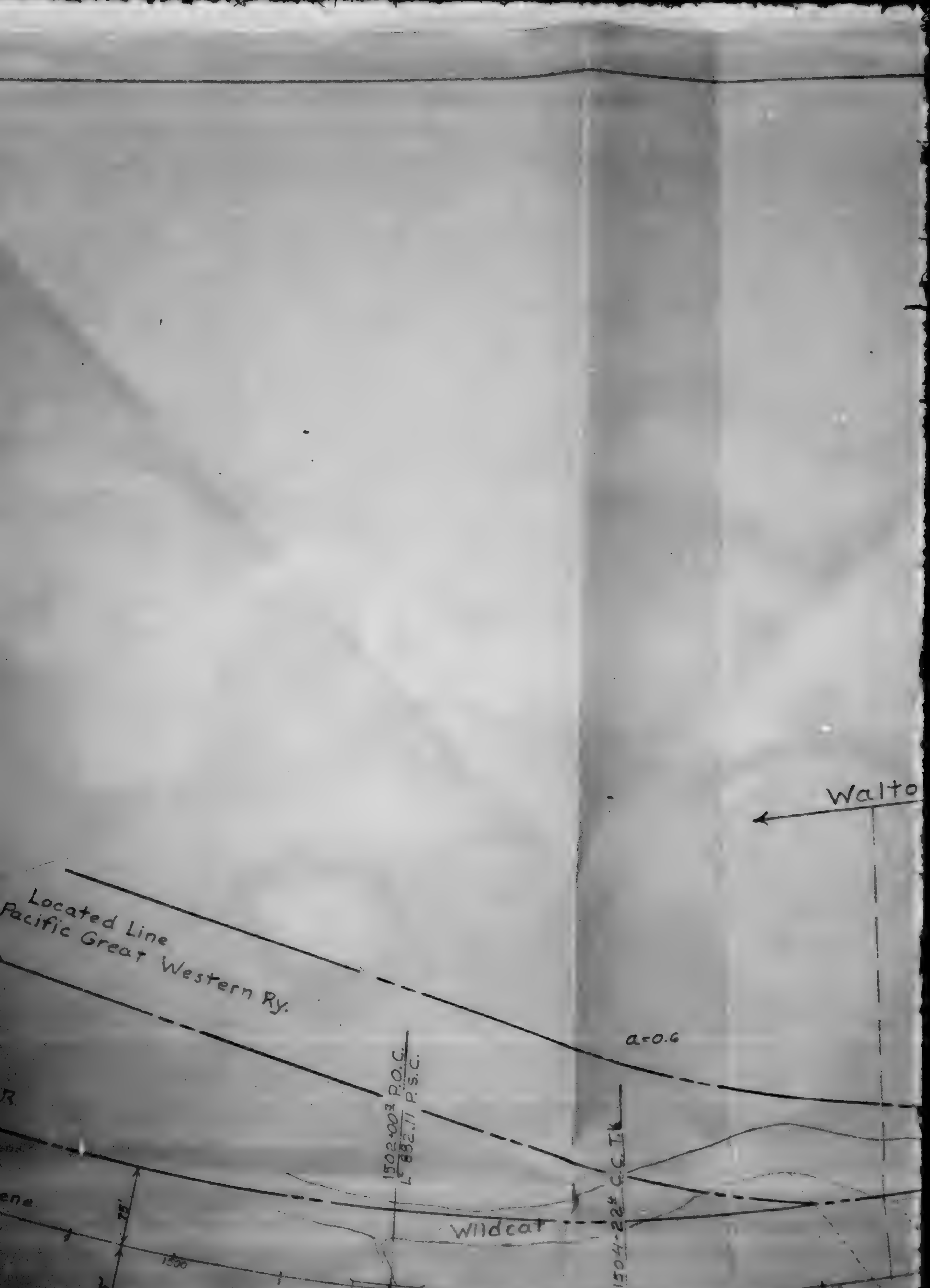

GLOBE
1587+67±
M.P. 679.0
Wildcat
e=0.5
L° 2°30' C.R.
P.C.S.
55.0 P.S.C.
1591+71± C.C.T.½
Deed
Glen Sroufe
Shift
Existing X-ing
1593+81± E.C.
L° 7°
7+55.0 P.S.

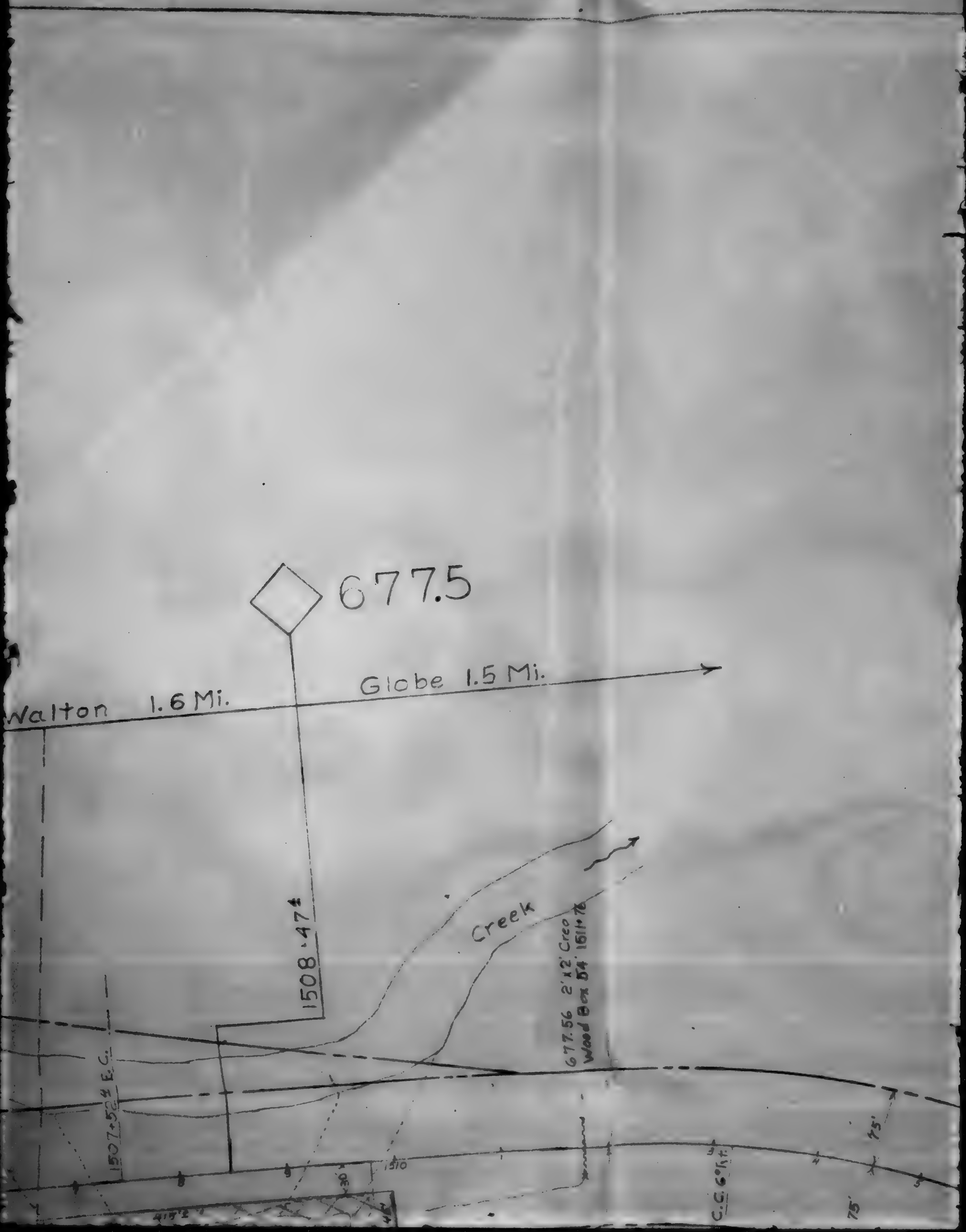
Creek
200
180
Line
6
7
8
9
1
2
3
4
30
50


679.34 · 2'x3' Creo. Wood Box · 1605+51
Xing Not Recorded
Shift
Existing X-ing
50'
50
1610
7
6
Slope Line
Slope Line
775
70
℄ Relocated Hwy
Existing Highway

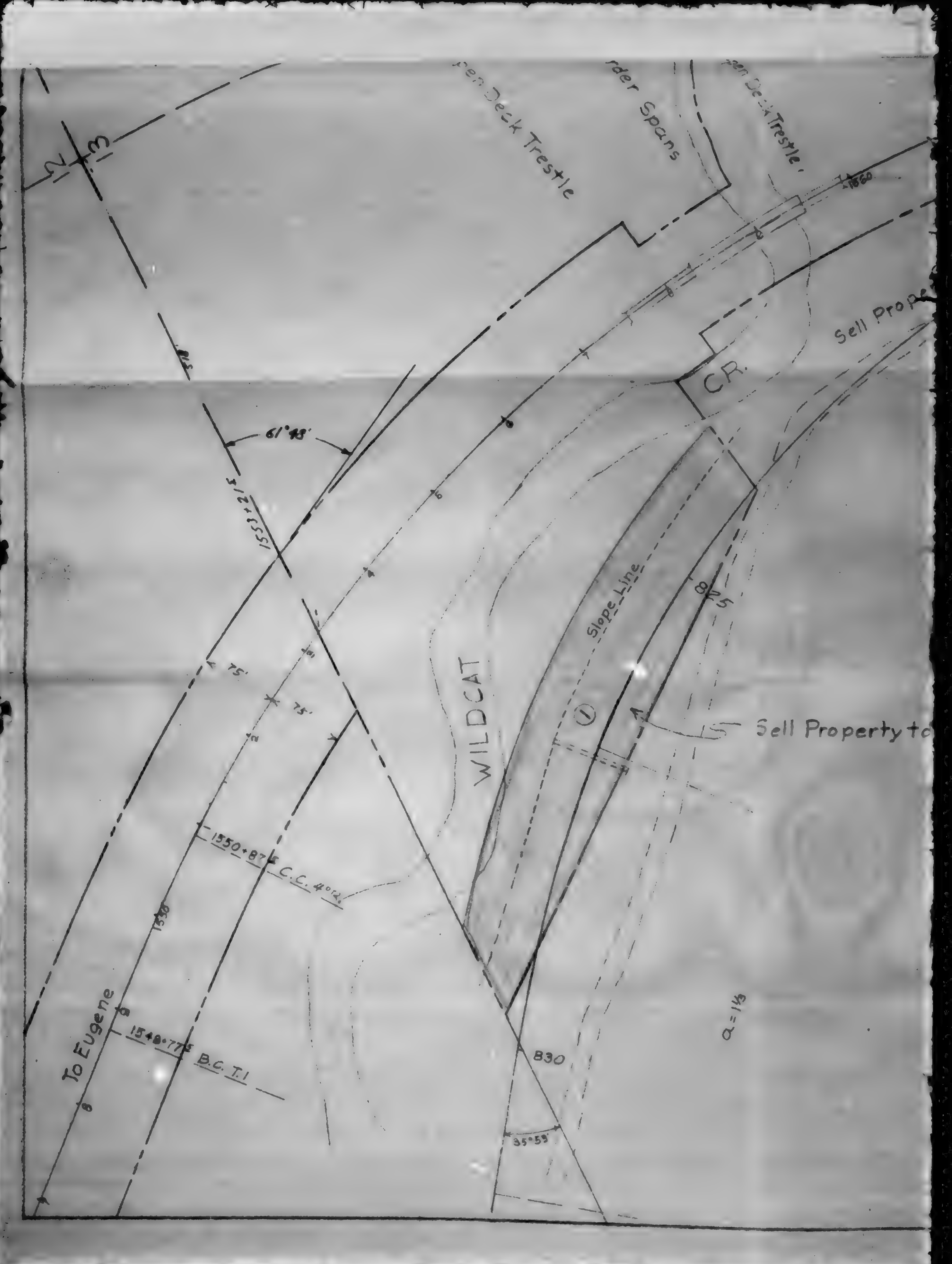
36" Conc. Pipe 36' 1618+60

Loc
Pacific
L² 3°CR
To Eugene
521.77

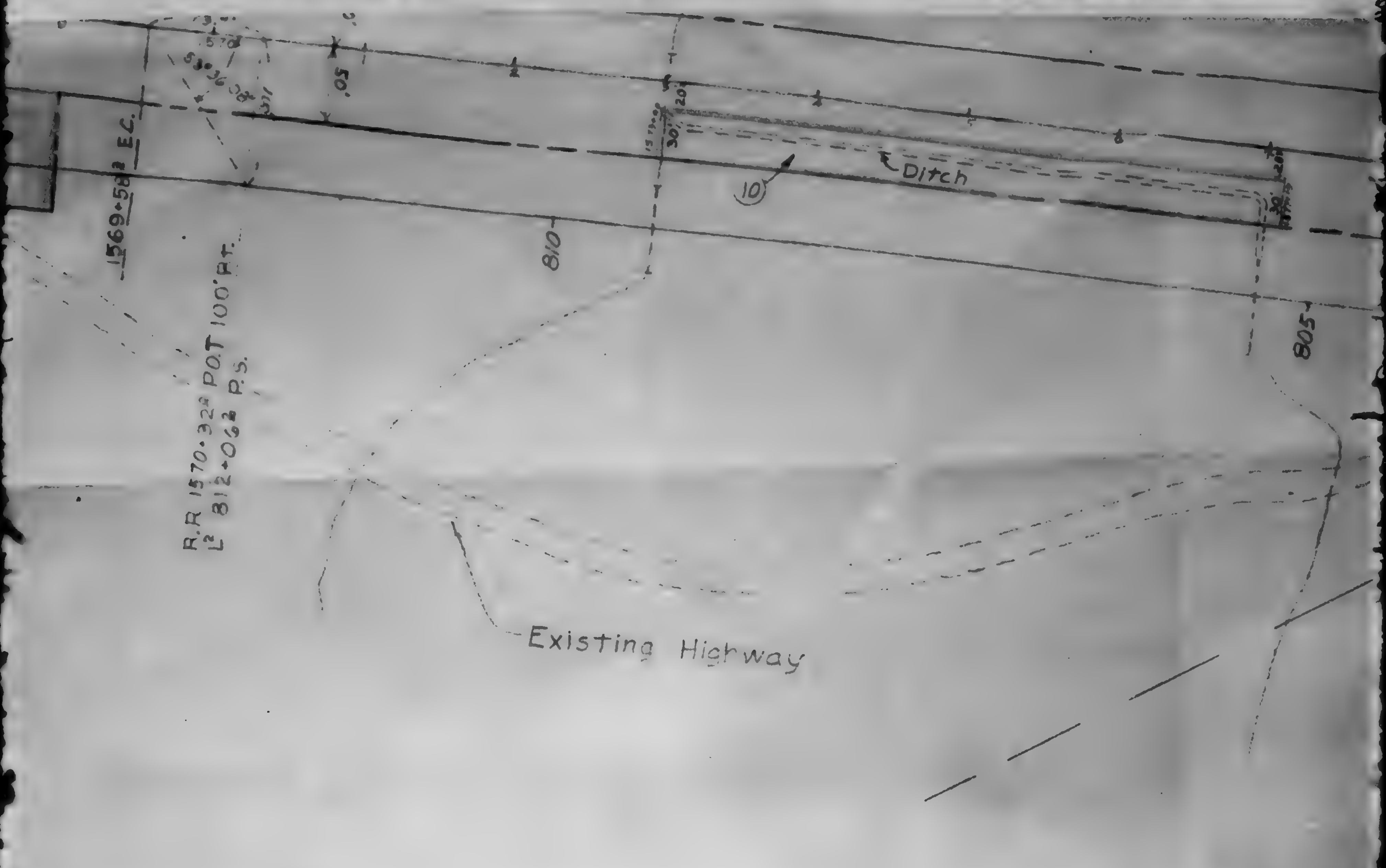

Walto
Located Line
Pacific Great Western Ry.
a=0.6
R.
1502+00± P.O.C.
L° 882.11 P.S.C.
1504+22± C.C.T.
ene
75'
Wildcat
1500
75'

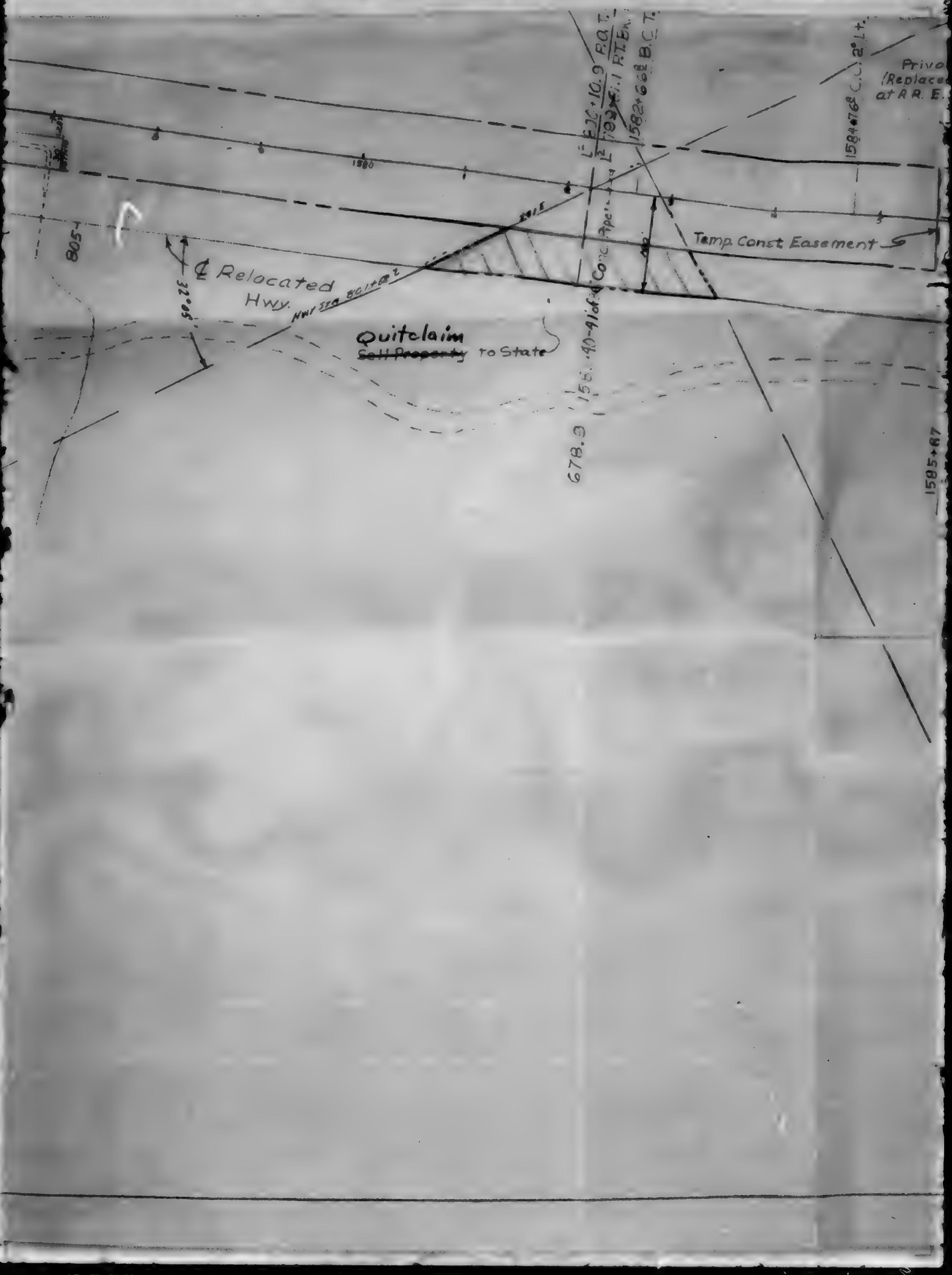

677.5
Globe 1.5 Mi.
Walton 1.6 Mi.
1508+47±
Creek
677.56 2'x2' Creo
Wood Box DA 1511+76
1507+52± E.C.
1510
30
C.C. 6° Rt.
75'
75'

75'
75'
4
3
2
C.C.6th.

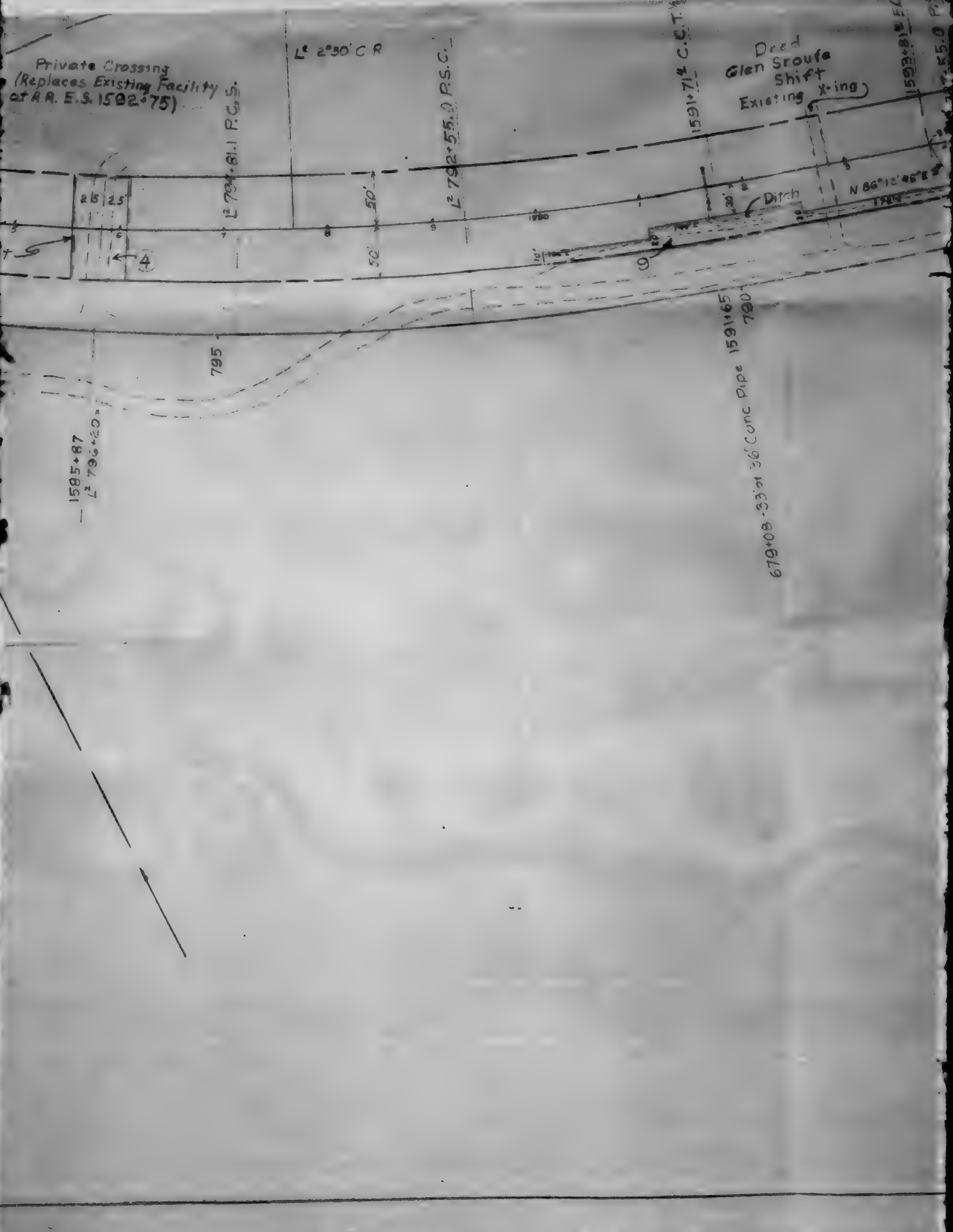

pen Deck Trestle
rder Spans
pen Deck Trestle
2
3
1860
Sell Prope
CR.
61°48'
1553+21.5
5
4
75'
75'
2
WILDCAT
Slope Line
①
825
Sell Property to
1550+87.5 C.C. 4°12'
1550
To Eugene
1548+77.5 B.C. T.1
830
35°59'
a=1/3

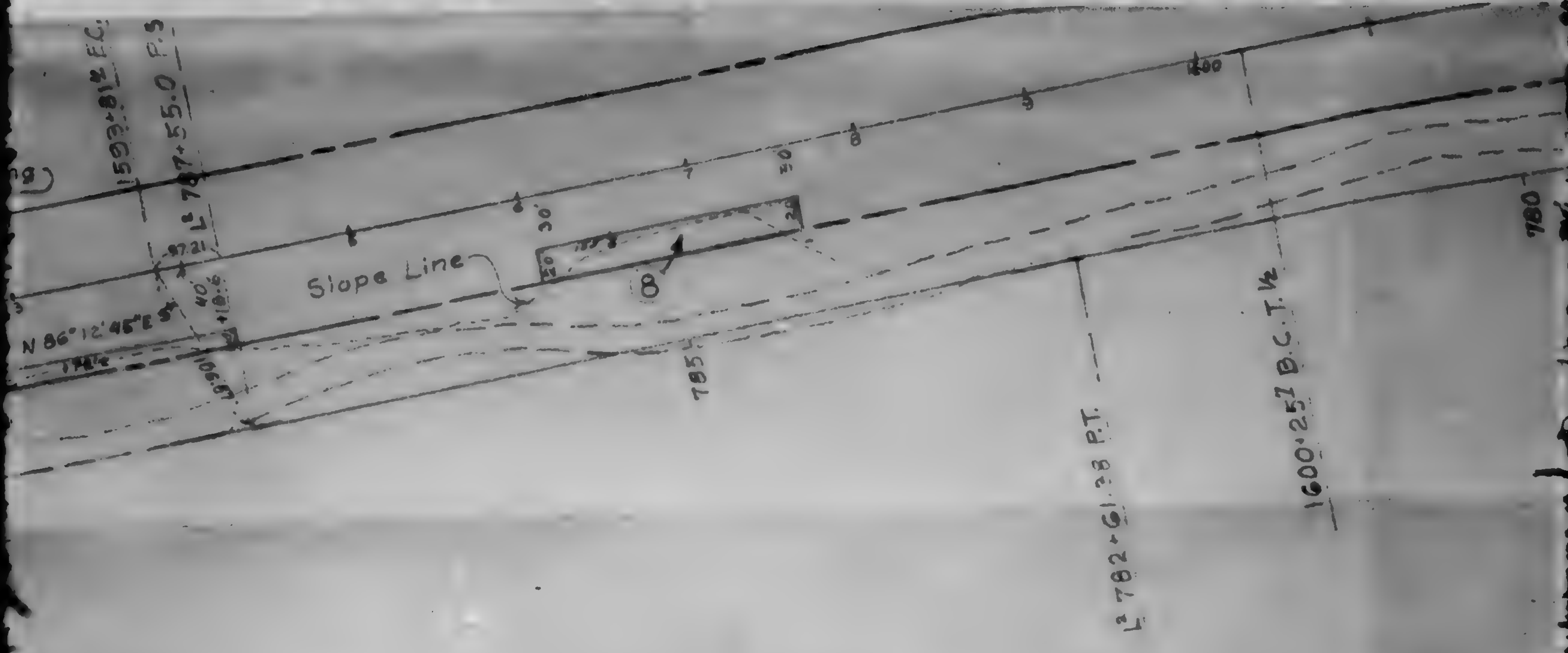
①
Property to State
820
815
1567+48.5 E.T.
1569+58.2 E.C.
a=1½
6°
rty to State

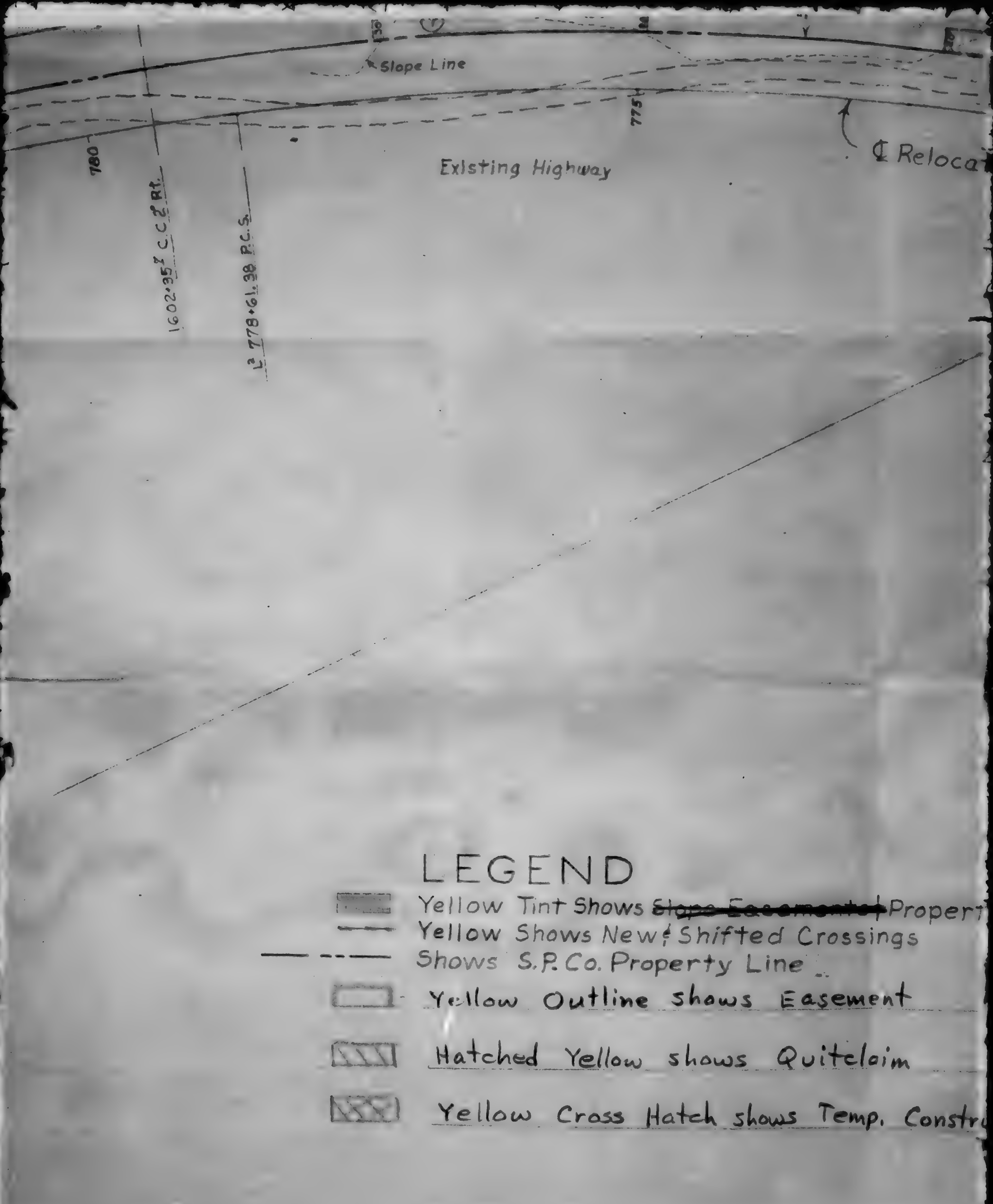

.05
1569+58² E.C.
R.R 1570+32² P.O.T 100' Rt.
L² 812+06² P.S.
810
20
30
Ditch
10
20
30
805
Existing Highway



1580
805
℄ Relocated Hwy.
50.25
Hwy Sta 801+8?
2015
Quitclaim
~~Sell Property~~ to State
L EJC+10.9 P.O.T.
L 1793+3?.1 P.T. Ex.
1582+66 B.C.T.
Conc. Pipe
156.40-41 of
678.9
1584+76 C.C. 2° Lt.
Priva
(Replace
at R.R. E.
Temp Const Easement
1585+87

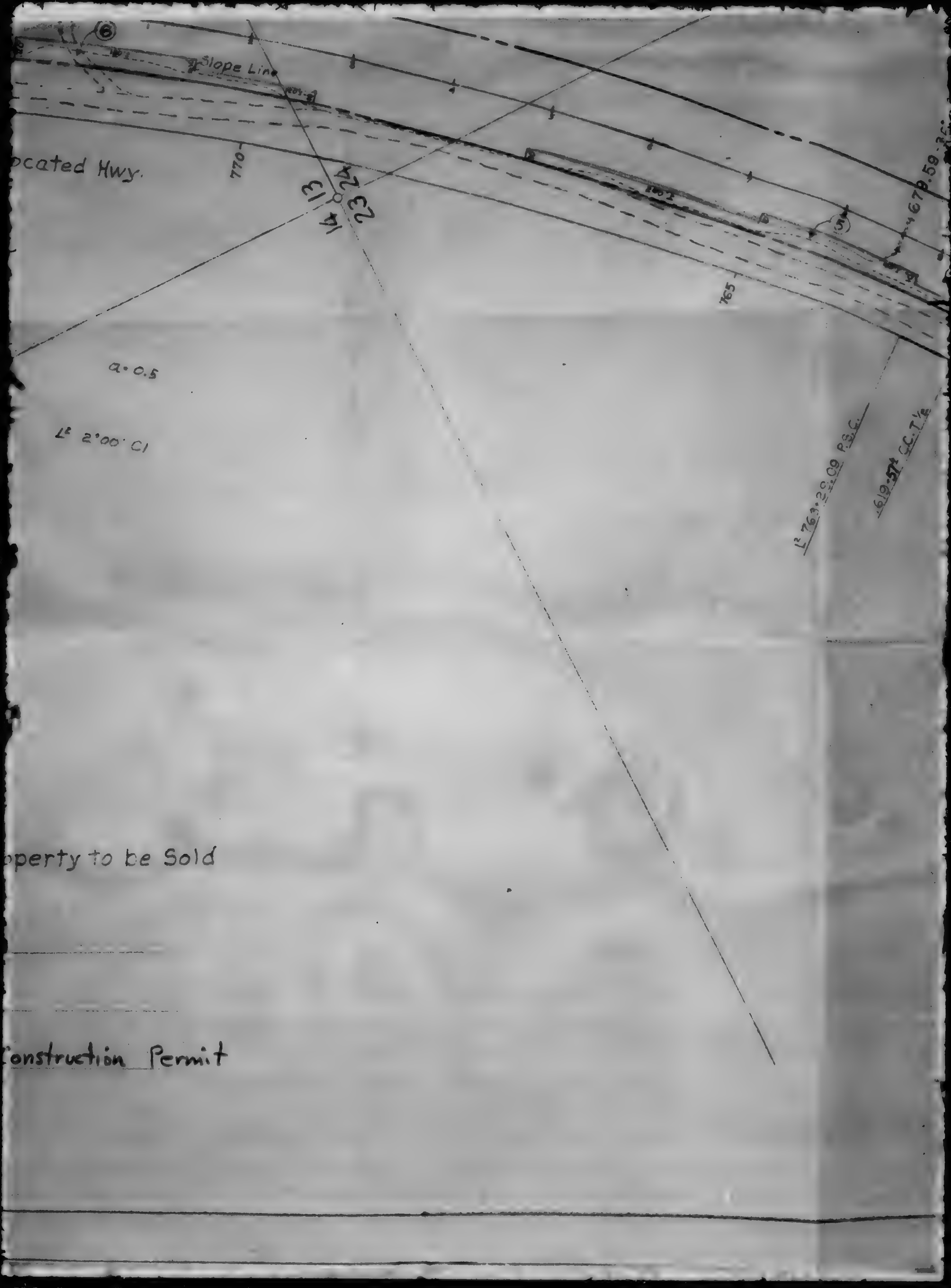

Private Crossing
(Replaces Existing Facility
at R.R. E.S. 1582+75)
L² 2°30' C R
L² 794+81.1 P.C.S.
L² 792+55.0 P.S.C.
1591+71± C.C.T.
Deed
Glen Sroufe
Shift
Existing X-ing
1593+81± E.C.
25
25'
50'
50'
4
5
6
7
8
9
1590
1
2
3
Ditch
N 86°12'45"E
10'
20'
9
795
790
1591+65
679+08-33' of 36" Conc Pipe
1585+87
L² 796+20±

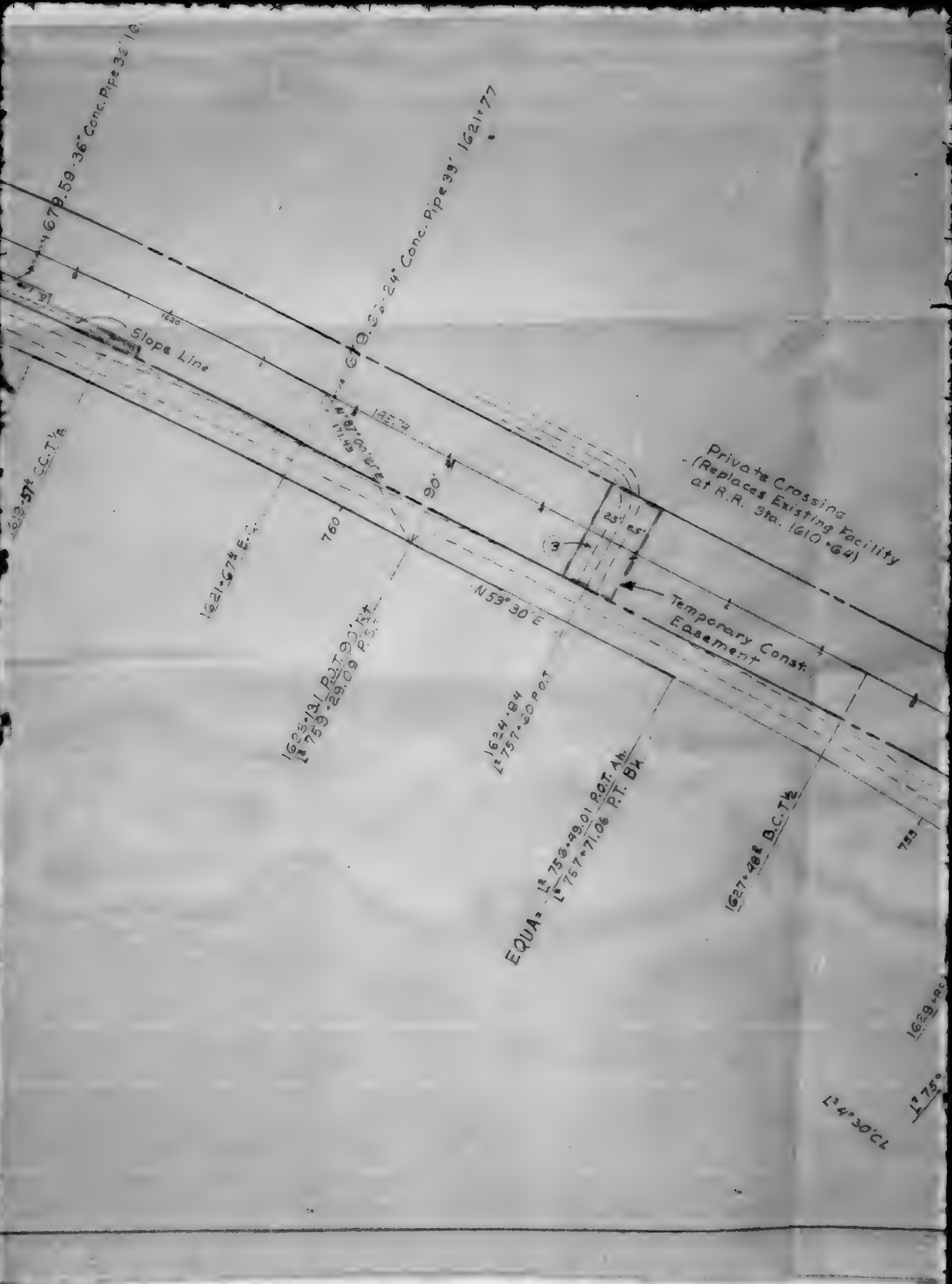

1593+81½ E.C.
L² 787+55.0 P.S.
97.21
40
+18.6
N 86° 12' 45" E
Slope Line
30'
20
8
7
6
5
8
9
1600
785
L² 782+61.38 P.T.
1600+25.7 B.C.T. ½
780

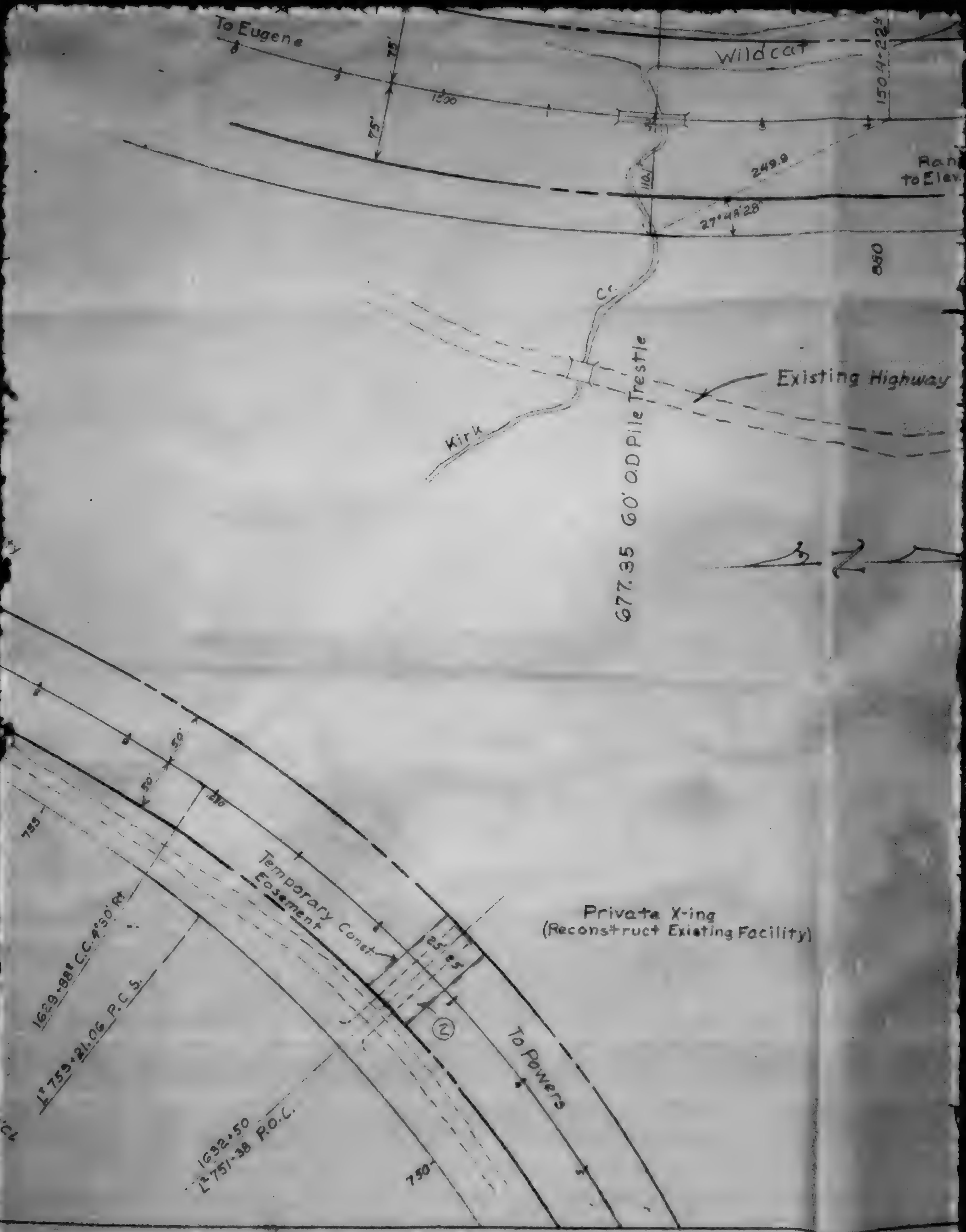

30
Slope Line
775
780
Existing Highway
℄ Relocat
1602+35± C.C. ℄ Rt.
℄2 778+61.38 P.C.S.

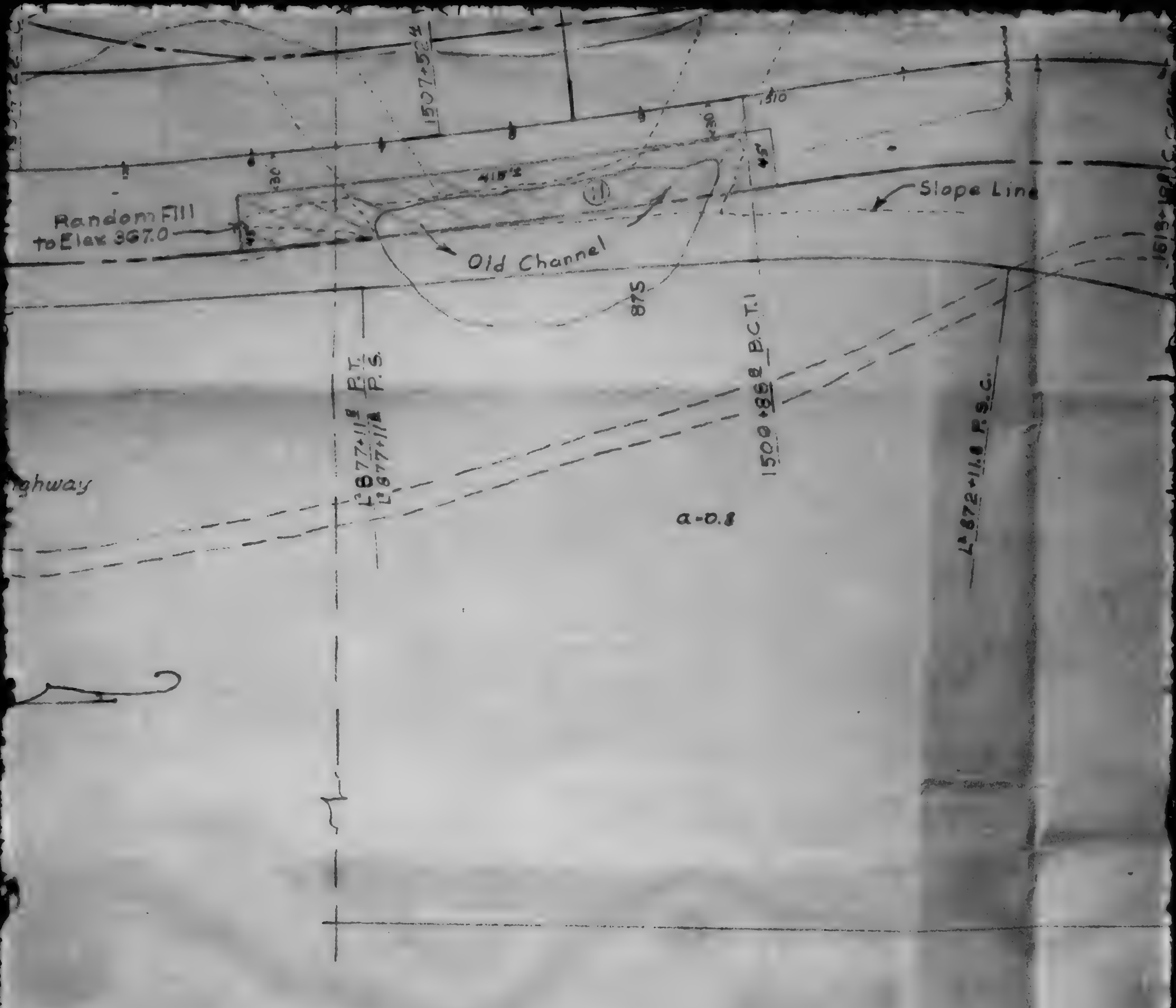
LEGEND

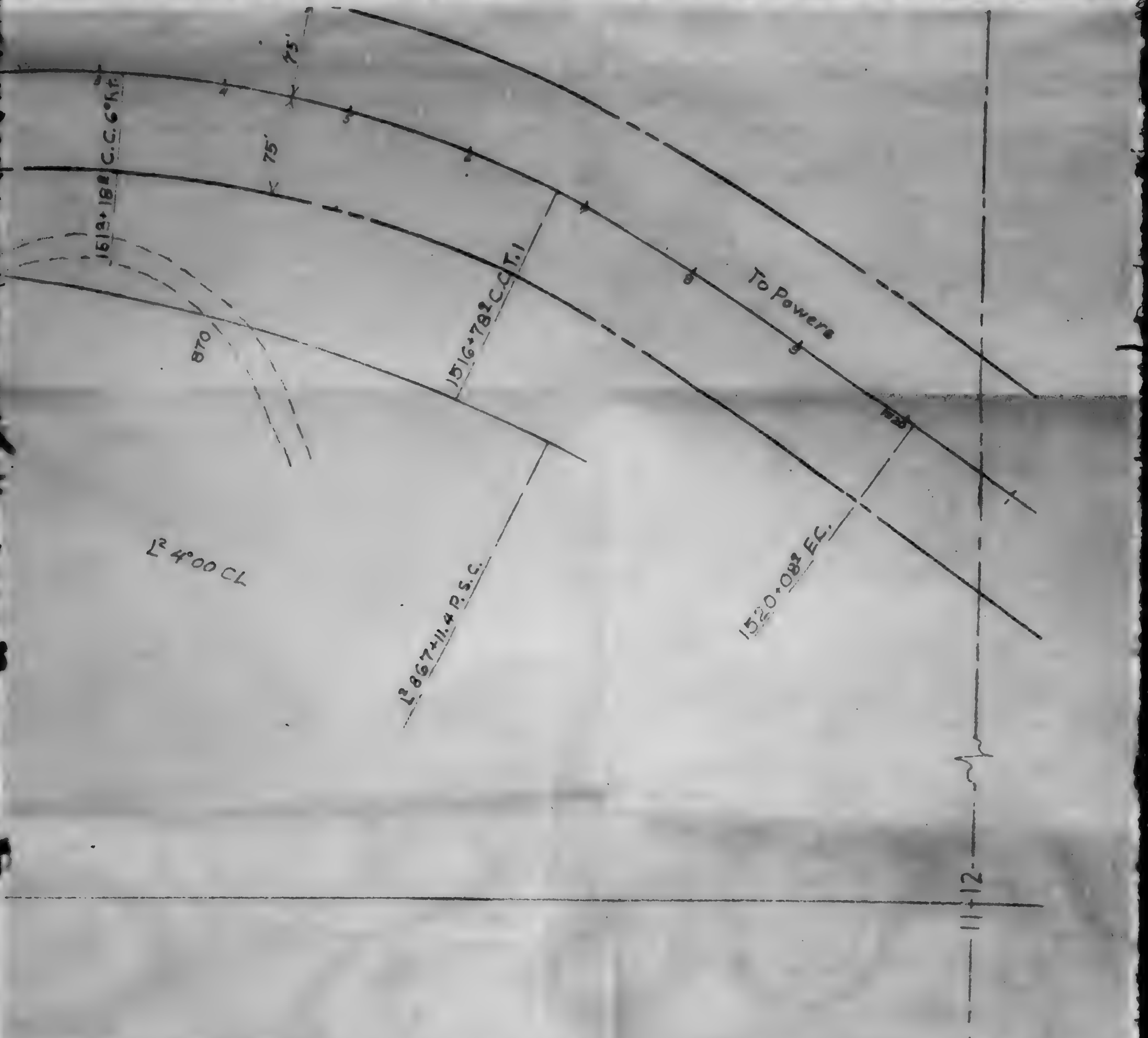
▨ Yellow Tint Shows ~~Slope Easements~~ Propert
— Yellow Shows New & Shifted Crossings
— - — Shows S.P. Co. Property Line
▭ Yellow Outline shows Easement
▧ Hatched Yellow shows Quitclaim
▩ Yellow Cross Hatch shows Temp. Constr


⑥
Slope Line
ocated Hwy.
770
765
14 13
23 24
5
679.59
a-0.5
L² 2°00' Cl
L² 763.29.09 P.S.C.
619.57± C.C.T.½
operty to be Sold
Construction Permit

679.59 - 36" Conc. Pipe 36' 16
679.86 - 24" Conc. Pipe 39' 1621+77
1620
Slope Line
195.74
N 87°00' E
171.45
90'
1619+57± C.C. T½
1621+67± E.C.
760
1623+13.1 P.O.T. 90' Rt.
℄ 759+29.09 P.S.
N 53° 30' E
1624+84
℄ 757+60 P.O.T.
Private Crossing
(Replaces Existing Facility
at R.R. Sta. 1610+64)
25'
25'
3
Temporary Const.
Easement
EQUA. = ℄ 758+49.01 P.O.T. Ah.
℄ 757+71.06 P.T. Bk.
1627+48± B.C. T½
755
1629+8
℄ 75
℄ 4°30' CL


To Eugene
75'
75'
1500
Wildcat
1504+22±
Ran
to Elev.
249.9
110.
27°48'28"
850
Cr
Existing Highway
677.35 60' O.D Pile Trestle
Kirk
50'
50'
810
755
Temporary Const.
Easement
25' 25'
②
Private X-ing
(Reconstruct Existing Facility)
1629+88± C.C. 4°30' Rt
L² 759+21.06 P.C.S.
To Powers
1632+50
L² 751+38 P.O.C.
750

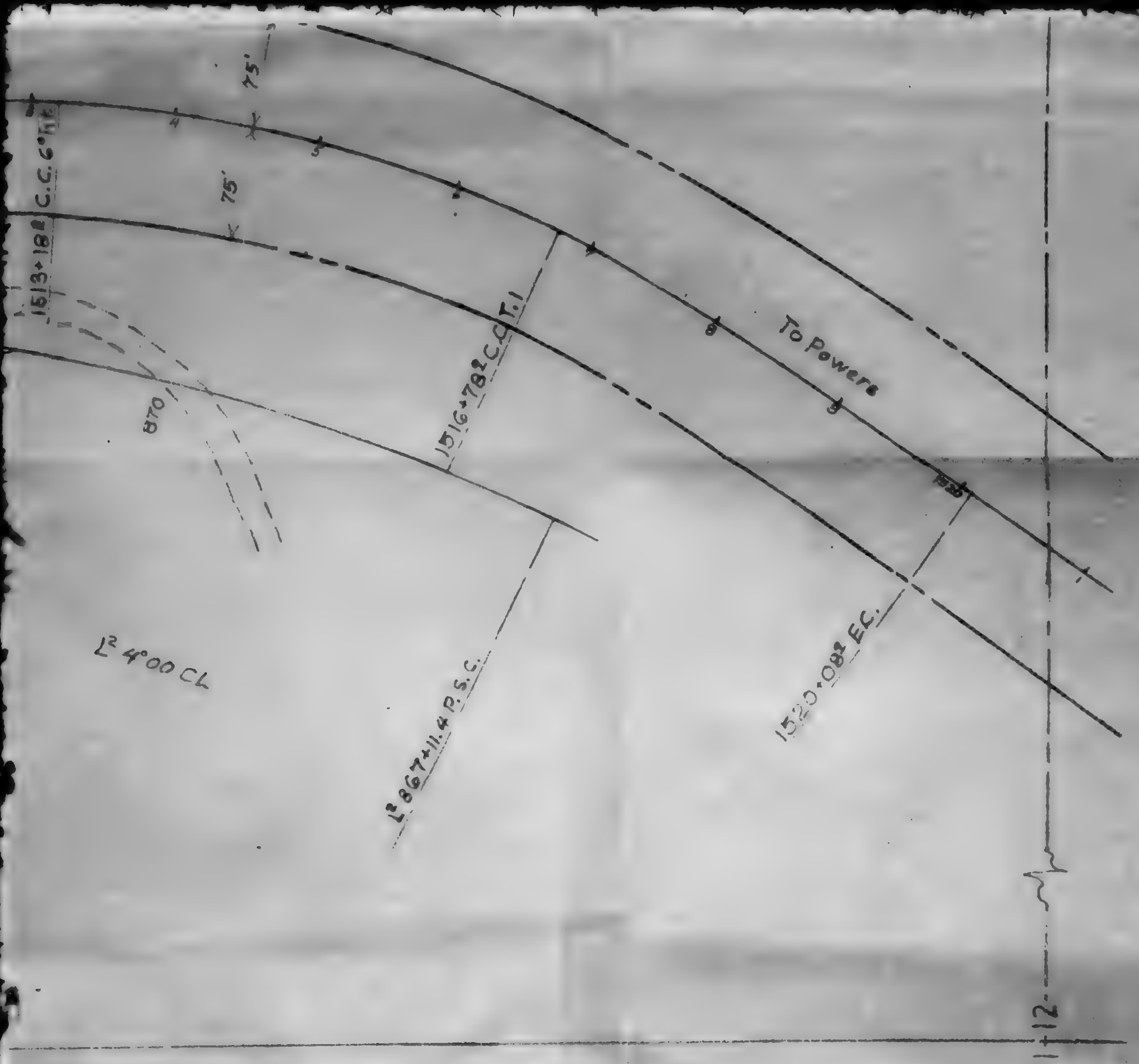

1507+52±
1510
30
30
415'±
45'
Random Fill
to Elev. 367.0
Old Channel
Slope Line
875
1513+19 C
L^a 877+11.8 P.T.
L^b 877+11.8 P.S.
1500+85± B.C.T.1
L^a 872+11.8 P.S.C.
ghway
a-0.8
SO
Sell F
Sca


75'
75'
1513+18$^{2}$ C.C. 6° Rt.
3
4
5
6
7
8
9
1520
To Powers
1516+78$^{2}$ C.C.T.1
870
L$^{2}$ 4°00 CL
L$^{2}$ 867+11.4 P.S.C.
1520+08$^{2}$ E.C.
11
12

# SOUTHERN PACIFIC COMPANY
PACIFIC LINES.
COOS BAY BRANCH
## GLOBE
Sell Property & Grant Easements for Highway
to State of Oregon

Scale 1 in. = 100 ft.  R.B.S. July 6, 1961
REV. DF AUG. 17, 1961

Portland Divn
Dwg. P-17648 F
Sheet No.


75'
75'
C.C.6°rt.
1513+18±
870
1516+78± C.C.T.1
To Powers
1520
1520+08± E.C.
L² 867+11.4 P.S.C.
L² 4°00 CL
11
12

# SOUTHERN PACIFIC COMPANY

PACIFIC LINES.
COOS BAY BRANCH

## GLOBE

ell Property & Grant Easements for Highway
to State of Oregon

Scale 1 in. = 100 ft.
R.B.S. July 6, 1961
REV. DF AUG. 17, 1961

| |
|---|
| Portland Div'n |
| Dwg. P-17648 F |
| Sheet No. |

RECEIVED
AUG 23 1961
FOR FILING
5-234(17)

5967

August 17, 1961

Honorable Wayne Morse
United States Senate
Washington D. C.

Dear Wayne:

The 1963 regular federal aid money has not yet been released to Oregon from the Department of Commerce. $340,000 of this federal grant is earmarked for completion of important Route F. On the 13th of September the State Highway Commission has scheduled bid openings. If work is to be started on Route F this fall before the rains begin, it is very important that federal aid highway money be released in the very near future so that bids may be opened on Route F at the 13th of September meeting.

I am sure the people using Route F, both for business and for pleasure, as well as the Highway Commission would appreciate very much whatever you could do to expedite this matter.

Sincerely,

Robert W. Straub
State Senator, Lane County

RWS:bk
cc: Forrest Cooper, Salem
Eugene Register Guard, Eugene

RECEIVED
AUG 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
AUG 10 1961

FOR FILING

5-231(12)

5167

August 10, 1961

Mr. F. L. Sulloway
Area Superintendent
Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Dear Sir:

The State is rebuilding a section of the Eugene-Mapleton Highway from the Siuslaw River to Walton in Lane County. We have requested easements from the Southern Pacific Company for fill slopes and for some drainage ditches at certain points along the section. There are some of your poles within these encroachment areas. Their locations are as follows:

| Highway Station | Railroad Station |
|---|---|
| 764+12 | 1618+25 |
| 770+50 | 1611+60 |
| 772+30 | 1609+80 |
| 776+90 | 1604+95 |
| 783+30 | 1593+30 |
| 876+55 | 1908+17 |

I enclose herewith a print of the encroachment map, our Drawing 8B-22-19, a set of the plans for the project, and a set of cross-sections in certain areas where these encroachments are located.

Will you please advise whether in your judgment it will be necessary to rearrange any of your wire lines, and if so, it would be appreciated if you could furnish us with an estimate of the cost.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. A. W. Kilborn
Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan

FORM E-30 50M 3-61 84367

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1961

SUBJECT: Telegraph Line Adjustment
Western Telegraph Company
E. Unit, Siuslaw River-Walton Sec.
Mapleton-Eugene Highway
Lane County

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

There are several poles owned by the Western Union Telegraph Company on the subject project which must be moved because of the proposed construction.

Attached you will find a list of these poles, tied to both highway and railroad stationing, and a map showing their location.

Please notify Western Union that an adjustment will be necessary in these areas and request an estimate of the same in accordance with PPM 30-3.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

TWL:fp

Enc.

RECEIVED
AUG 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-3-[illegible]

## OREGON STATE HIGHWAY DEPARTMENT
## COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

E Unit Siuslaw River - Walton Section
Richardson - Eugene Highway
Lane County
Utility Poles
Western Union Poles

May 1961

| wy. Sta. | R.R Sta | | | | | | |
|---|---|---|---|---|---|---|---|
| 764+12 | 1618+25 | | | | | | |
| 770+50 | 1611+60 | | | | | | |
| 772+30 | 1609+80 | — Poles in Encroachment areas. | | | | | |
| 776+90 | 1604+95 | | | | | | |
| 788+30 | 1593+30 | | | | | | |
| 876+55 | 1908+17 | | | | | | |

THERE MAY BE OTHER POLES WHICH ARE NOT INCLUDED IN THIS LIST THAT WILL HAVE TO BE MOVED. AN ACCURATE FIELD CHECK IS NECESSARY TO VERIFY THIS.

RECEIVED
AUG 14 1961
FOR FILING

A. W. KILBORN
SUPERINTENDENT
5967

B-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
323-3 (0-PD-61-13)

August 8, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of August 4, regarding Siuslaw River-Walton Section, Eugene-Mapleton Highway, Lane County:

Since there will be no actual work immediately on/or adjacent to track except for the construction of private road crossings, do not believe watchman nor flagman will be required during entire length of construction project unless there will be blasting or grading that would endanger our facilities.

The flagman and watchman provisions for proposed construction will be in accordance with attached Exhibit "A".

Yours truly,

AWKilborn

RECEIVED
AUG 10 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
AUG 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Railroad Personnel: Following is a list of the numbers and classification of the Railroad employees that may be required by Railroad to perform flagging or related protective service during construction of the work described herein in the specification titled "Railroad Protective Service"; the applicable rates of base pay and overtime pay; additional charges, expressed either in dollars or in percentage values of pay rates, of allowances for vacations, railroad retirement and unemployment taxes, paid holidays, health and welfare insurance, compensation and liability insurance, and other similar allowances that are obligations of the Railroad; lists of head quarters of railroad employees to be utilized, and the costs for travel of such employees to the project site and return to headquarters; and cost for meals and other accommodations to be provided to railroad employees.

Information as to the Railroad employees which may be required to provide protection to Railroad facilities is as follows:

| (a) Max. Number | (b) Classification | (c) Base Pay 8 Hours | (d) Headquarters |
|---|---|---|---|
| 3 | Pilot Conductors | $19.84 to $21.67 | Eugene |
| 1 | Yard engine foreman | $22.74 | " |
| 2 | " " helpers | $21.47 | " |
| 1 | Section foreman | $18.74 to $21.00 | Noti |
| 2 | " laborers | $16.50 to $17.36 | Noti |
| 1 | B&B foreman | $21.86 | Richardson |
| 2 | " carpenters | $19.28 to $19.76 | Richardson |

Notes: (a) A full flagging crew consists of three men, as indicated in above grouping. Under certain conditions, less than three men may be sufficient. (b) Shows base pay for normal eight-hour shift in effect on January 16, 1961. Normal overtime rate after eight hours is 1-1/2 times base rate.

Estimated costs for travel per employee from headquarters to job site and return is $ 2.24, per round trip.

No representations or guarantees are made by State that the classes of men listed above with rates of pay, etc., are those that will actually be assigned the work, as the nature and extent of protective service, personnel and other measures required will in all cases be determined by Railroads. Nothing in these specifications will limit, in any way, Railroads right to determine and assign the number of men, the classes of men for protective service or other protective measures it deems necessary.

Exhibit "A"

RECEIVED
AUG 4 1961
FOR FILING

August 4, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Siuslaw River-Walton Section
Eugene-Mapleton Highway
Lane County

Attention: Mr. Kendrew

Dear Sir:

This is to confirm a request made to Mr. Kennedy yesterday concerning the flagman and watchman provisions for our proposed construction project between the Siuslaw River and Walton on the Eugene-Mapleton Highway in Lane County.

In order to get this project under way for the September meeting of the Highway Commission, it will be necessary to submit our plans and specifications to the Bureau of Public Roads next week. These specifications must include information concerning the cost of watchmen and flagmen, as these will be borne by our contractor. I am assuming that the same form, Exhibit B, which has been used on previous projects will be used on this project. We will, however, need the information as to wage rates, headquarters, subsistence and other cost data which is normally filled in for each particular job when this Exhibit B is used.

It would be greatly appreciated if you would by letter give me this information at the earliest possible date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. R. L. Porter

RECEIVED
AUG 1 1961
FOR FILING

5-23-1-[illegible]

[illegible]

August 1, 1961

Mrs. Marion Strunk
Walton
Oregon

Dear Mrs. Strunk:

In reply to your letter of July 20, I wish to advise that the Highway Department intends to call for bids on the remaining section of Route "F" in September or October of this year.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:fn ms

Walton, Oregon
July 20, 1961

REFERRED TO
Cooper
Dy. State Highway Engineer

Dear Sir,

As I write this letter I am filled with righteous indignation as we live on the Wildcat Creek- Walton section of the Mapleton - Eugene Highway. We've owned property and lived on the same place for the past 20 yrs. We moved here when we were married and like all young couples would like a home they can be proud of. Route F was being talked about even before that in fact WPA workers cut right-a-way which by now has grown up with trees big enough to harvest. We've endured *dust* and *mud* year after year with the state doing very little to help the situation. This summer it actually looked like our dream might almost be realized when the state bought our barn and granary and 10 acres of land, the building having to be off the right away by July 12. Several families

NOTED
FORREST COOPER

on this five mile section worked hard to get their buildings off the right-of-way, but the house the state bought is still right where it was built.

It reminded me of someone offering candy to a baby and when he reaches for it, it is taken away, before long he loses confidence in the one who is offering the gift. I think we have a right to know what is causing the delay and if it is impossible to get work started have something done to the present road to settle the dust. The state spent enough money running water trucks & sprinkling salt on the road to oil it.

I'll wager that when you wash your car it stays clean at least till it gets dry, well mine don't, and when you have a barbecue your food doesn't get covered with dust before it is even done. You wash your windows and there dirty before they dry, the floors and furniture are impossible to keep clean.

Much publicity has been given to the increased travel over this Route and no one knows it better than the people living on the 5 mile ~~section~~ unimproved section Even if work is started on this road this summer the old road needs oil on it.

We hear a great deal about safe driving. I feel it is the states responsibility to make the roads safe, sometime someone is going to get killed because they can't see where they are going for the dust.

Hoping to hear some good news.

Sincerely
Mrs Marion Strunk
Walton Oregon

RECEIVED
JUL 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 18 1961
FOR FILING

July 17, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Siuslaw River-Walton Section
Eugene-Mapleton Highway

Dear Sir:

Some time ago, I sent you maps and descriptions covering railroad easements on the Siuslaw River-Walton Section of the Eugene-Mapleton Highway in Lane County. On the map and in the descriptions is Parcel No. 1 embracing two areas remote from your operating right of way which we wish to purchase from your company. Our right-of-way appraisers have examined these parcels and have estimated their value to be $250.

It would be appreciated if your Right of Way Division would consider these appraisals and you would advise me as to their acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mm

cc to: Mr. W. C. Williams
Mr. Walter T. Wright

RECEIVED
JUL 14 1961
FOR FILING

| |
|---|
| 5-234 (17) |
| |
| 5967 |

July 1[illegible], 1961

Mr. Hugh McKinley, City Manager
Eugene City Hall
Eugene, Oregon

Dear Mr. McKinley:

This is to acknowledge your letter of July 12 to which was attached a copy of Resolution 79[illegible] adopted by the Eugene City Council on July 10, 1961, urging completion of the Route "F" Highway.

Copies of your letter and the resolution are being forwarded to the members of the State Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:rj

cc: Commission
W. C. Williams

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

July 12, 1961

State Highway Commission
Salem, Oregon

Gentlemen:

For the purpose of indicating its extreme interest in a completion of the highway from Eugene to Florence known as Route F, the City Council at its July 10, 1961 meeting adopted the enclosed resolution. The Council's purpose in so doing was to bring again to your attention the importance of this highway facility to this portion of the State of Oregon. Please accept it as emphasis for the purpose of pushing this project and not as criticism of the progress which has been made heretofore and up until this date. Your assistance in forwarding this project will certainly be appreciated.

Very truly yours,

Hugh McKinley
City Manager

HM:d
Encl

RECEIVED
JUL 13 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

# RESOLUTION #793

WHEREAS, the citizens of Lane County, Oregon, have for the last twenty or more years, requested, planned and sought to establish a direct route between the City of Eugene and the City of Florence, all in Lane County, Oregon, known as Route "F"; and

WHEREAS, Lane County, a political subdivision of the State of Oregon and the Highway Commission of the State of Oregon have both shown interest in the building and completion of said Route "F" and have contributed funds, awarded contracts and have nearly completed the building of a modern, paved highway known as Route "F"; and

WHEREAS, there remains unfinished a portion of said highway approximately four miles in length which is narrow, winding, dangerous to the safety of vehicles and passengers, and said four mile stretch of highway should be completed at the earliest possible date, and if possible the award of the contract for the completion of said portion should be made during the summer or early fall of 1961; and

WHEREAS, the Common Council of the City of Eugene, a municipal corporation of the State of Oregon and representative of the citizens and taxpayers of the City of Eugene deem it their duty and responsibility to make known to the Oregon State Highway Commission their interest in the completion of said Route "F" Highway and the necessity of said Highway being completed at the earliest possible date,

NOW, THEREFORE,

BE IT RESOLVED by the Common Council of the City of Eugene, Oregon, a municipal corporation of the State of Oregon, as follows:

Section 1. That the Common Council as representative of the citizens and taxpayers of the City of Eugene, hereby request the Highway Commission of the State of Oregon to immediately let the contract and proceed with the completion of the Route "F" Highway from the City of Eugene to the City of Florence, all in Lane County, Oregon.

COPY

Section 2. That the Manager of the City of Eugene, Oregon, is hereby directed to immediately forward to the Governor and the Highway Commission of the State of Oregon a certified copy of this Resolution.

Adopted this 10th day of July, 1961.

/s/ Thomas Beaty
City Recorder

This is to certify the above is a true and correct copy of Resolution #793 adopted by the Common Council of the City of Eugene at their regular meeting held July 10, 1961.

/s/ Thomas Beaty
City Recorder

RECEIVED
JUL 10 1961
FOR FILING

5-234(17)

5967

SUGGESTED REPLY FOR GOVERNOR HATFIELD'S CONSIDERATION

Mr. Hugh McKinley
City Manager
Eugene, Oregon

Dear Mr. McKinley:

I am pleased to reply to your letter of June 30 having reference to your concern over what you state is an apparent delay in completion of Route F from Eugene to Mapleton.

I have checked with the State Highway Engineer relative to this matter, and he informs me that he cannot understand where any information may have emanated that this project was to be delayed. He advises that the Department will open bids on this project in late summer of this year with every expectation that the entire project will be completed in the fall of 1962, or exactly on the schedule which the Commission had previously advised the parties concerned.

WCW:mm

cc Forrest Cooper

July 7, 1961

DUTCH:

Please draft a suggested reply to Mr. McKinley for the Governor's signature.

WARNE

RECEIVED
JUL 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

June 30, 1961

Williams

The Honorable Mark O. Hatfield
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Hatfield:

At its informal meeting Thursday noon, June 29, the Eugene City Council asked me to convey to you its concern over the delay in completion of Route F from Eugene to Mapleton and Florence. Although the Council had understood that work would proceed during this present summer on Route F and that its completion was tentatively scheduled for next summer, information was presented which indicates that there has been a delay in this program.

The Council expressed its desire that this matter be explored in order that work can proceed with all possible speed. Importance of this route from the standpoint of tourist industry and the lumber industry cannot be overemphasized both for the Central Lane County area and the Florence area. The Council will appreciate any assistance which your office can give in working toward the speedy conclusion of this project.

Very truly yours,

Hugh McKinley
City Manager

HM:d

RECEIVED
JUL 10 1961
FOR FILING

5-234(17)

5967

July 7, 1961

Mr. Earl Whittaker
Mapleton Garage
Mapleton, Oregon

Dear Mr. Whittaker:

In reply to your letter of July 5, I wish to advise that the Highway Commission plans to award a contract for the remaining unit of Route "F" as soon as the necessary items, such as right-of-way acquisition, bridge and road design, et cetera, have been completed. This will undoubtedly be accomplished in a very few months.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

MAPLETON, OREGON July 5, 1961

Mr. Cooper

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

IN ACCOUNT WITH

**MAPLETON GARAGE**

**Repairing ★ Wrecker Service**
**Fish Tackle ★ ★ Hardware**

I have before me a piece from the Eugene Register Guard paper titled "No contract seen for Route F till Fall" Why! Why! are feet being dragged over a needed road? Excuses! The right of way should have been set some time ago.

As one Portland resident remarked "they (your com.) are too busy making overpasses, underpasses, freeways and what have you around Portland": No money left for many other projects

Despite the gravel + dust in summer + mud in Winter Route F is used much more than hiway 36. This is a thing I know about as I operate a Union Oil station at the Junction of Route F + Hiway 36.

Of all the questions I am asked (the most frequent "no road signs to direct tourists to Route F"); "Here is another"

over

NOTED
FORREST COOPER

blasted that tar[illegible] than that fine gravel on Route F"; Haven't done a thing just since I was over last year."

There is not a day goes by but what a number of motorists stop and ask directions. Their parking or stopping is not usually in a good place on an already crowded & dangerous road junction. Someone has told them of a short cut to Eugene, but they are not sure where to turn.

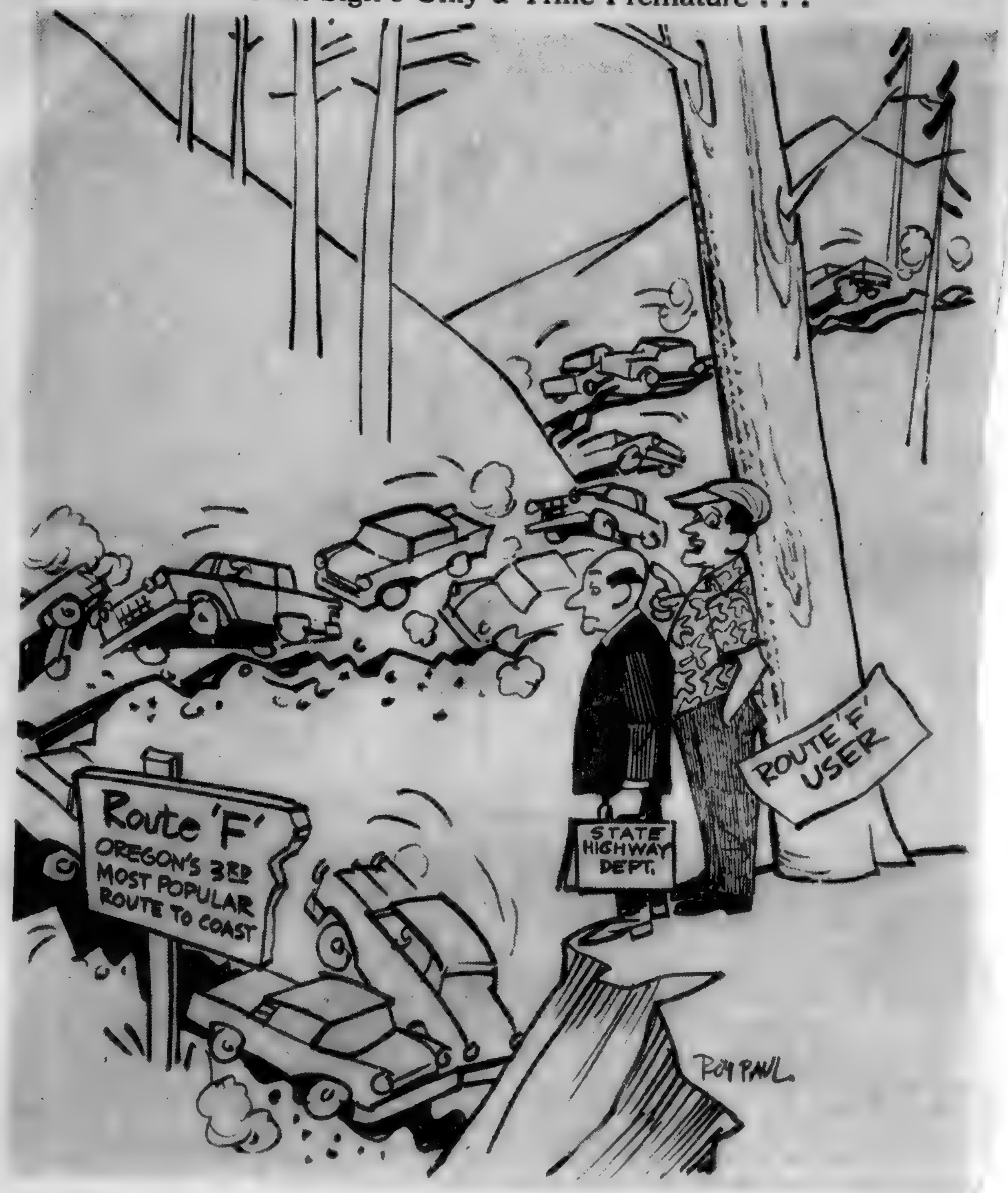
I wish to modernize my station, but one engineer says go ahead, another says hold up and I will keep you informed, but nothing will be done about a new bridge until the road is completed.

So, in other words, I wouldn't mind speaking to you personally, if you should chance this way over Route F.

Enclosed is a recent cartoon of Route F.

Disappointingly yours,
Earle [illegible]

'That Sign's Only a Trifle Premature . . .'



Route 'F'
OREGON'S 3RD MOST POPULAR ROUTE TO COAST
STATE HIGHWAY DEPT.
ROUTE 'F' USER
ROY PAUL

RECEIVED
JUL 6 1961
FOR FILING

July 5, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Siuslaw River-Walton Section
Eugene-Mapleton Highway

Attention: Mr. Kilborn

Dear Sir:

In a telephone conversation this morning, you called attention to a parcel of property approximately opposite your Station 1582+66.81 which we had not included in our request of June 22 for easement. In checking this with our Right of Way Department, I find that their title examination shows this property to have reverted to the U. S. Government, and that they have a right-of-way grant from the Bureau of Land Management for the property. I am attaching hereto a print from our Drawing 10C-39-10, dated January 1961, on which the property in question is outlined in red. This would seem to case some doubt upon the ownership of the property by the Southern Pacific Company, and I would appreciate your further advice.

I am requesting our Right of Way Department to have appraisals made of the two parcels shown in yellow on the map which accompanied my letter of June 22 and will submit them to you for consideration as soon as the appraisals are made. If you can support your ownership to the property discussed above, I will also have appraisals made of that property.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. W. C. Williams
Mr. Walter T. Wright

8-11-61 Kaedrew phones saying RR will give quit claim deed for area still in 1st R for $1.00
Discussed with Mosher. OK
gsp:10

STATE OF OREGON )
) ss.
County of Marion )

I, W. C. Williams, state that I am the chief engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that the survey of the right of way of the Mapleton-Eugene Highway, from the Siuslaw River to Walton, a distance of 4.2 miles, was made under my direction as chief engineer of the applicant and under its authority, commencing on the 18th day of January, 1960, and ending on the 15th day of December 1960, and that a portion of such survey is accurately represented on this map.

OREGON STATE HIGHWAY COMMISSION, Applicant
By W C Williams
W. C. Williams, Chief Engineer

I, Floyd A. Query, do hereby certify that I am the secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that W. C. Williams, who subscribed the foregoing affidavit, is the chief engineer for the applicant; that the survey of the right of way for the Mapleton-Eugene Highway, a portion of which is represented on this map, was made under the direction of W. C. Williams, as chief engineer of the applicant, and under the authority of the applicant, as the approximate final location of the right of way from the Siuslaw River to Walton, a distance of 4.2 miles; and that this map has been prepared to be filed for the approval of the Secretary of the Interior, in order that the applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 916), approved August 27, 1958.

OREGON STATE HIGHWAY COMMISSION, Applicant
By Floyd A. Query
Floyd A. Query, Secretary

ATTEST:
C. W. Head

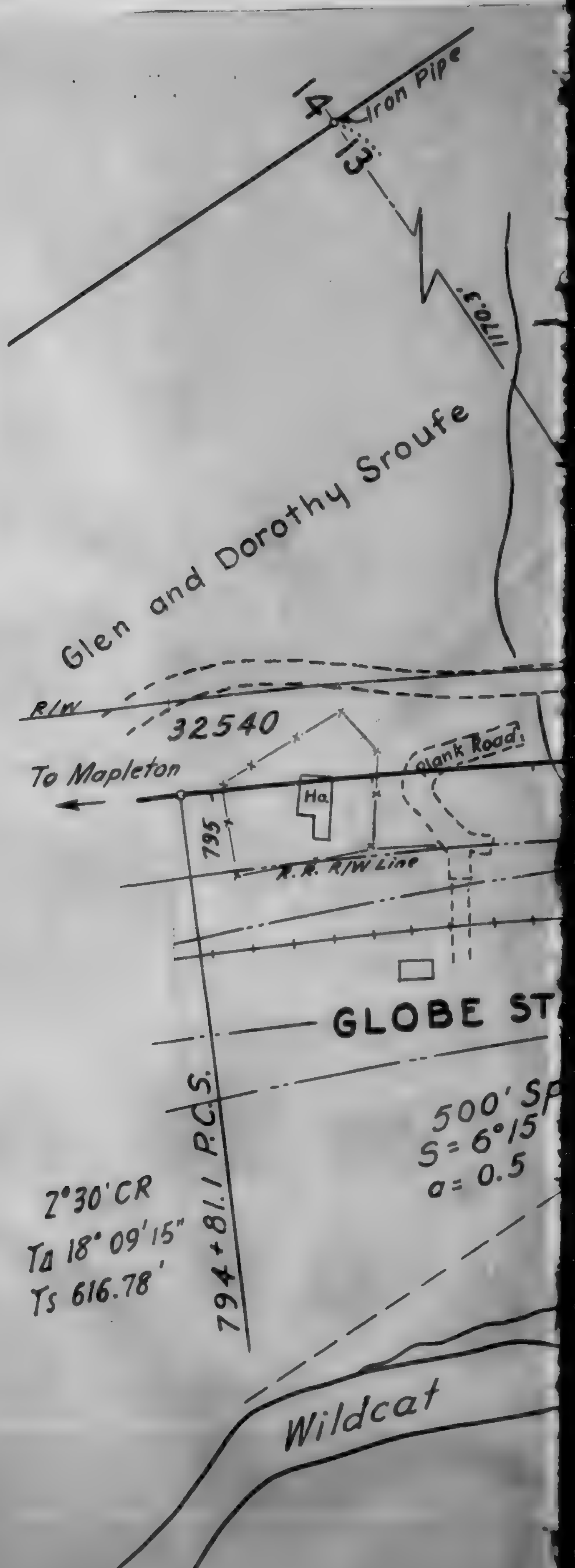
OREGON

U

RICHA

M

Scale: 1"=


Iron Pipe
14
13
1170.3
Glen and Dorothy Sroufe
R/W
32540
To Mapleton
Plank Road
Ha.
795
R.R. R/W Line
GLOBE ST
500' SP
S = 6°15
a = 0.5
2°30'CR
TΔ 18° 09'15"
Ts 616.78'
794+81.1 P.C.S.
Wildcat

File No. 32581

OREGON STATE HIGHWAY DEPARTMENT

Filing Map For

# RIGHT OF WAY

From

## U. S. GOVERNMENT

## RICHARDSON-WALTON SECTION

MAPLETON-EUGENE HIGHWAY

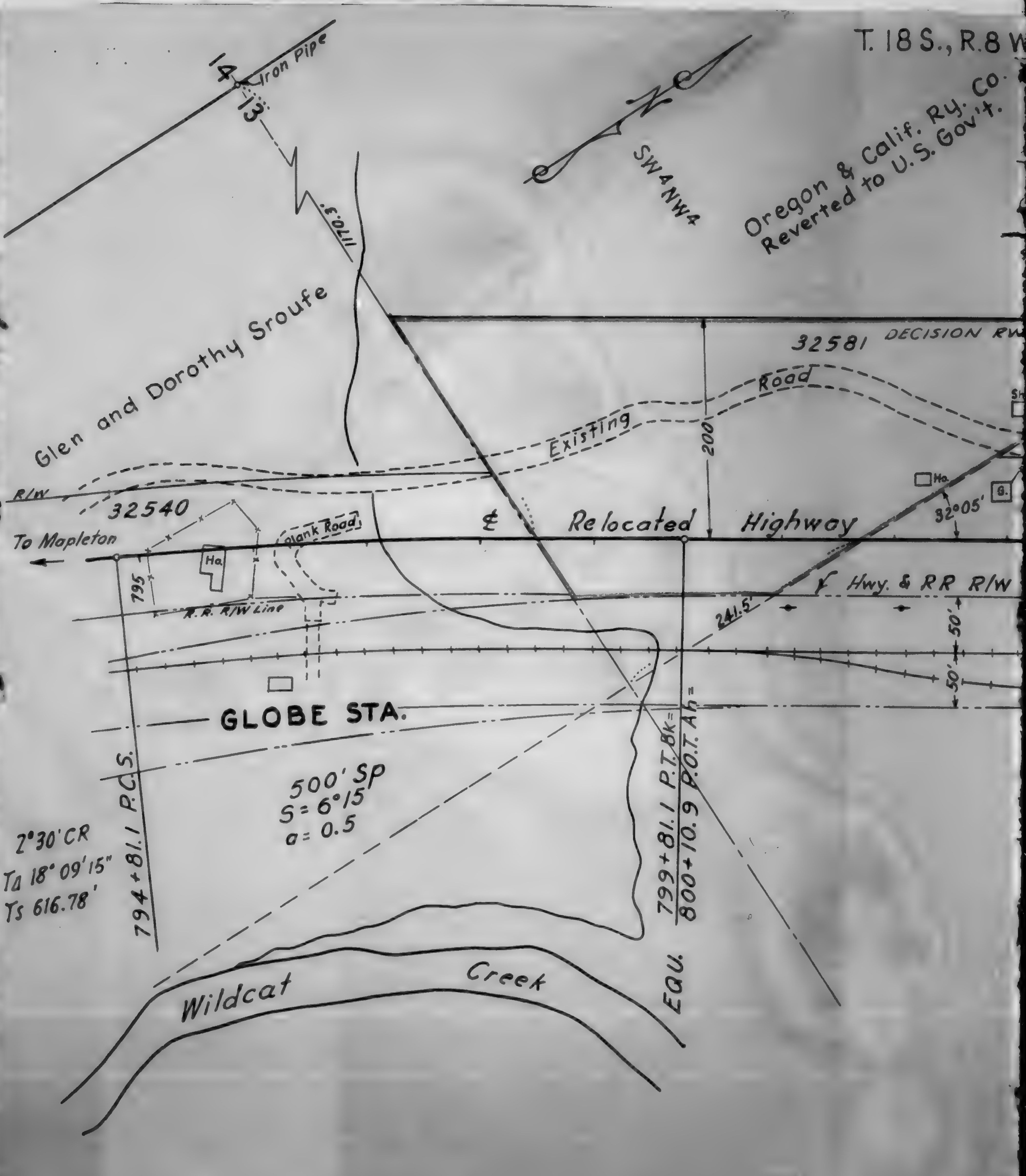
LANE COUNTY

Scale: 1" = 100'

Jan., 1961

OSHD DRG. NO. 10C-39-10

R/W Map 5B-21-16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Iron Pipe
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SW¼ NW¼
Oregon & Calif. Ry. Co.
Reverted to U.S. Gov't.
Glen and Dorothy Sroufe
32581
DECISION RW
Existing
Road
200
R/W
32540
Ha.
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℄
Relocated
Highway
32°05'
To Mapleton
Plank Road
795
Ha.
R. R. R/W Line
℄ Hwy. & RR R/W
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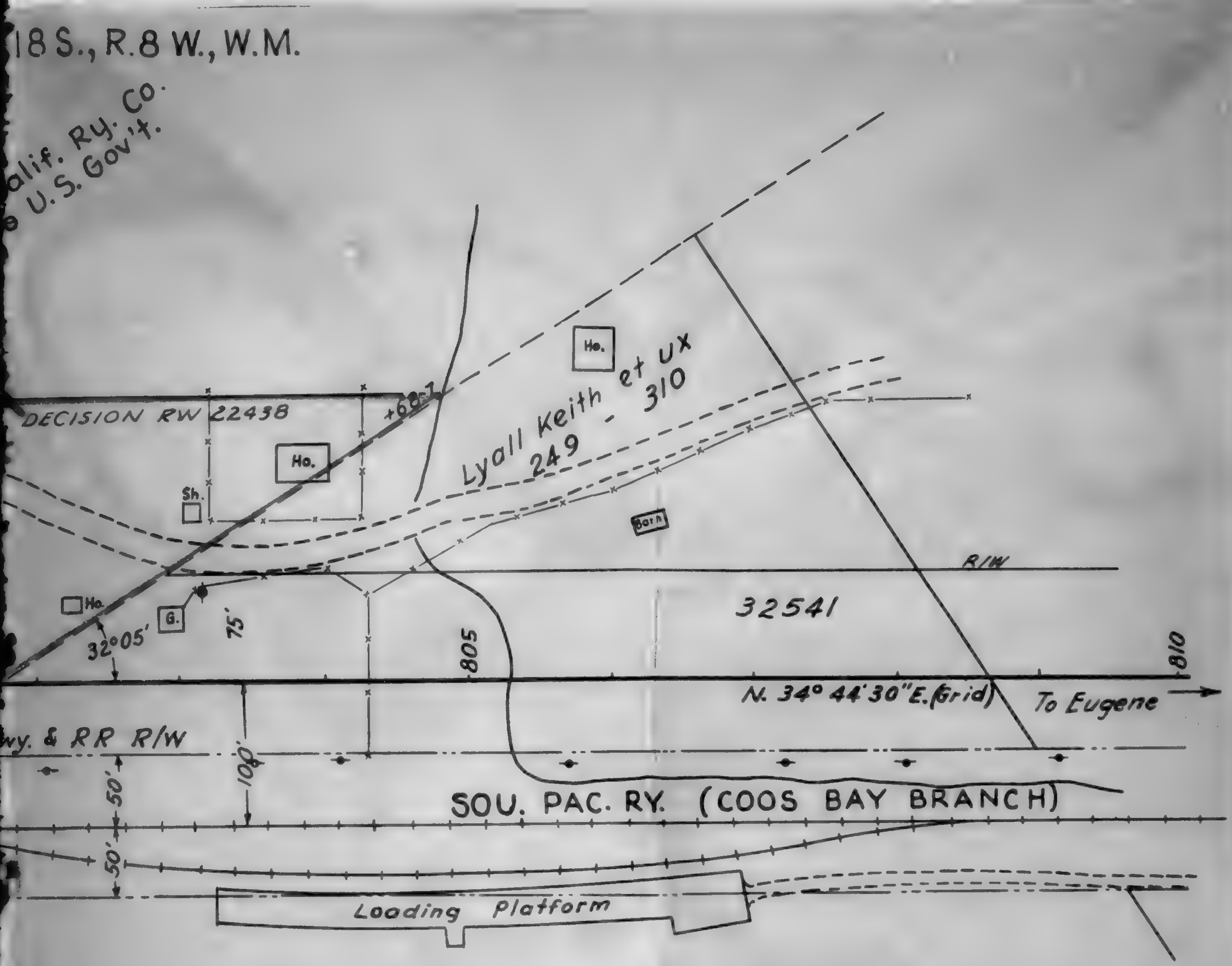
50'
GLOBE STA.
794+81.1 P.C.S.
500' SP
S = 6°15
a = 0.5
2°30' CR
Tα 18° 09' 15"
Ts 616.78'
799+81.1 P.T. Bk=
800+10.9 P.O.T. Ah=
EQU.
Wildcat
Creek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805
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N. 34° 44' 30" E. (Grid)
To Eugene
wy. & RR R/W
100'
50'
50'
SOU. PAC. RY. (COOS BAY BRANCH)
Loading Platform

Oregon 011272
(17.0) m

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

FILE 32581

DECISION

MAY 31 1961

RIGHT OF WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - Oregon 011272

Name of grantee - - - - - - - - - - - - - Oregon State Highway Department

Map showing the location and dimensions of grant:
  Map designations - - - - - - - - OSHD Drg. No. 10C-39-10 (R/W Map 58-21-16) Exhibit "A"
  Date filed - - - - - - - - - - - January 26, 1961

Permitted use by grantee - - - - - - - - - Highway (Relocation)

Authority for grant - - - - - - - - - - - Act of August 27, 1958 (P.L. 85-767; 72 Stat. 885-916; 23 U.S.C. 317)

Regulations applicable to grant:
  Code reference - - - - - - - - - 43 CFR 244, Subparts A and G
  Circular numbers - - - - - - - - 1915

Date of grant - - - - - - - - - - - - - - - May 31 1961

Expiration date of grant - - - - - - - - - None

Rental:
  Amount - - - - - - - - - - - - - None
  When payable by grantee - - - ____

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 541 of the Director, Bureau of Land Management, dated April 21, 1954 (19 F.R. 2473), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above (except 43 CFR 244.9m).
3. ~~Filing of proof of construction within 5 years of date of the grant~~
4. Further terms and conditions as follows:
    a. The Bureau of Land Management reserves the right of access to the highway in the [illegible] Sec. 13, T. 18 S., R. 8 W., W. M., Oregon.

M. M. Gorecki /s/
Chief, Lands Adjudication Unit

Orig:File
Dup. Orig:Grantee

STATE OF OREGON )
)
COUNTY OF MULTNOMAH )

I, Emogene F. Clifton, a Notary Public in and for the said County and State, do hereby certify that on this the 31st day of May, 1961, before me personally appeared M. M. [illegible], being to me personally well known and known by me to be the Chief, Lands Adjudication Unit, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of May 31, 1961, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Chief, Lands Adjudication Unit, Bureau of Land Management.

Witness by hand and seal this 31st day of May, 1961.

Emogene F. Clifton /s/
Notary Public for Oregon
Residing at 3134 N. E. 44
Portland 13, Oregon

(SEAL)

My Commission expires December 6, 1964.

RECEIVED
JUL 5 1961
FOR FILING
5-234(17)
5967

July 3, 1961

Mr. Hugh McKinley
City Manager
City of Eugene
City Hall
Eugene, Oregon

Dear Mr. McKinley:

This will acknowledge your letter of June 29 in which you discuss the subject of completion of Route "F".

The Highway Commission is conversant with the need for completing this route and has allocated the necessary funds out of the second half of our current two-year program. Work has been proceeding on the route and our current surfacing project is now done. We have been proceeding with surveys, designs, and right-of-way acquisition for the remaining unit and will follow with a call for bids shortly after federal funds are released.

I assure you that everything that can be done is being done to expedite this project as the Commission is well aware of its importance. If the City Council desires to pass a resolution re this matter it, of course, may do so; however, I suggest that you inform the Council that this project is being expedited as much as possible and that we are as anxious as you to drive the golden spike.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:fn ms

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

JUNE 29, 1961

REFERRED TO
Cooper
By State Highway Engineer

MR. W. C. WILLIAMS, STATE HIGHWAY ENGINEER
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR MR. WILLIAMS:

AT AN INFORMAL MEETING TODAY THE EUGENE CITY COUNCIL INSTRUCTED ME TO WRITE A LETTER TO THE HIGHWAY COMMISSION AND A LETTER TO THE GOVERNOR OF OREGON URGING THE IMMEDIATE SPEEDING UP OF PROGRAM FOR THE COMPLETION OF ROUTE F BETWEEN EUGENE AND MAPLETON AND INTO FLORENCE. THE COUNCIL STRESSED ITS BELIEF IN THE IMPORTANCE OF THIS HIGHWAY, ITS FINANCIAL IMPORTANCE TO THE CENTRAL LANE COUNTY AREA, ITS IMPORTANCE TO THE FLORENCE AREA, THE NEED FOR RAPID IMPROVEMENT IN THIS ROUTE, AND THE THOUGHT THAT MONIES WHICH MAY HAVE BEEN AVAILABLE FOR ITS COMPLETION MIGHT BE DIVERTED TO SOME OTHER USE IF THE HIGHWAY COMMISSION WERE NOT AWARE OF THE EXTREMELY STRONG DESIRE OF THE PEOPLE OF THIS AREA TO HAVE THIS PROJECT COMPLETED.

IT IS HOPED THAT EVERYTHING POSSIBLE WILL BE DONE TO EXPEDITE THIS PROJECT AND TO GET ACTUAL CONSTRUCTION UNDERWAY JUST AS SOON AS PHYSICALLY POSSIBLE. A RESOLUTION WILL BE PRESENTED TO THE CITY COUNCIL AT ITS JULY 10 MEETING FOR ITS APPROVAL CONVEYING THESE SENTIMENTS TO YOURSELF, THE MEMBERS OF THE HIGHWAY COMMISSION AND THE GOVERNOR.

UP TO DATE INFORMATION WHICH YOU MAY HAVE REGARDING THE STATUS OF THIS PROJECT WOULD BE HELPFUL TO THE CITY COUNCIL IN ITS CONSIDERATION OF THE PROPOSED RESOLUTION. YOUR COURTESY IN CONSIDERING THIS LETTER WILL BE VERY MUCH APPRECIATED.

VERY TRULY YOURS,

HUGH McKINLEY
CITY MANAGER

HM:D

RECEIVED
JUL 3 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

RECEIVED
JUL 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1961
FOR FILING

June 22, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Siuslaw River-Walton Section
Eugene-Mapleton Highway

Dear Sir:

Under separate cover, I am sending you two prints from our map 9B-22-19, together with cross-sections of locations shown on the map; also, two copies of descriptions for areas on which we ask easements or which we desire to purchase.

The State proposes to reconstruct the section of the Eugene-Mapleton Highway between the Siuslaw River and Walton, and in doing so, there will be a few places where we would encroach upon your normal operating right of way with fill slopes or drainage ditches.

Parcel No. 1 refers to the areas shown in yellow in the vicinity of your Station 1560. In this area, you own considerable property outside of the normal right-of-way boundaries, and, due to topography, it is necessary that our highway cross through this area. We would prefer to purchase the property as shown but would accept permanent easement if this would suit your purpose better. Parcels Nos. 2, 3 and 4 are locations for private crossings of your tracks. Parcel No. 2 is the reconstruction of an existing private road crossing at the existing location. Parcel No. 3 is a grade crossing to replace the present crossing at your Station 1610+64. The elevation and location of our highway make it impracticable to continue access to the highway at the present location. Parcel No. 4 replaces an existing private road grade crossing at your Station 1592+75. This location is also impracticable to make a connection to the highway at the present location. The remaining seven parcels are for fill slopes, with the exception of Encroachment No. 10, where we propose to dig a drainage ditch so that drainage may be led to your existing culvert.

It would be appreciated if you would review these plans and cross-sections and advise me as to their acceptability.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

DESCRIPTION ONLY

Southern Pacific Company
Wildcat Creek-Walton Section
Lane County

File No. 33505
HRS 6-1-61
5B-21-16

Mapleton-Eugene Highway

R/W, Easements & R. R. Encroachments

PARCEL NO. 1
A parcel of land lying in the E½NW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being that portion of the Southern Pacific Railway Company (Coos Bay Branch) property in said E½NW¼ lying Westerly of a line which is parallel to and 75 feet Easterly of the center line of the Mapleton-Eugene Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 800+10.9, said Station being 81.53 feet North and 1244.83 feet East of the West quarter corner of said Section 13; thence North 34° 44' 30" East, 1195.3 feet; thence on a spiral curve left (the long chord of which bears North 30° 14' 38" East) 450 feet; thence on a 954.93 foot radius curve left (the long chord of which bears North 9° 50' West) 1035.8 feet; thence on a spiral curve left (the long chord of which bears North 49° 54' 38" West) 450 feet to Station 831+42.

EXCEPT that portion of said strip of land lying Easterly of a line which is parallel to and 50 feet Westerly of the center line of the main track of said Southern Pacific Railway Company (Coos Bay Branch).

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.5 acres, more or less.

PARCEL NO. 2 A permanent easement for private crossing, over or on the following described parcel, to-wit:

A parcel of land lying in the W½NE¼ of Section 23, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northerly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northerly of Station 1632+75 on the center line of the main track of said Railroad, said point also being approximately 1225 feetSouth and 1180 feet East of the North quarter corner of said Section 23; thence Easterly along said Northerly right of way line to a point opposite and 50 feet Northerly of Station 1632+25 on said center line; thence Southerly at right angles to said center line 100 feet to the Southerly right of way line of said Railroad; thence Westerly along said Southerly right of way line to a point opposite and 50 feet Southerly of Station 1632+75 on said center line; thence Northerly at right angles to said center line 100 feet to the point of beginning.

The parcel of land to which this description applies contains 0.11 acre.

PARCEL NO. 3 A permanent easement for private crossing, over or on the following described parcel, to-wit:

A parcel of land lying in the NE¼NE¼ of Section 23, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1625+09 on the center line of said Railroad, said point also being approximately 810 feet South and 820 feet West of the Northeast corner of said Section 23; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1624+59 on said center line; thence Southeasterly at right angles to said center line 100 feet to the Southeasterly right of way line of said Railroad; thence Southwesterly along said Southeasterly right of way line to a point opposite and 50 feet Southeasterly of Station 1625+09 on said center line; thence Northwesterly at right angles to said center line 100 feet to the point of beginning.

The parcel of land to which this description applies contains 0.11 acre.

PARCEL NO. 4 A permanent easement for private crossing, over or on the following described parcel, to-wit:

A parcel of land lying in the NW¼SW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1586+12 on the center line of said Railroad, said point also being approximately 250 feet South and 1080 feet East of the West quarter corner of said Section 13; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1585+62 on said center line; thence Southeasterly at right angles to said center line 100 feet to the Southeasterly right of way line of said Railroad; thence Southwesterly along said Southeasterly right of way line to a point opposite and 50 feet Southeasterly of Station 1586+12 on said center line; thence Northwesterly at right angles to said center line 100 feet to the point of beginning.

The parcel of land to which this description applies contains 0.11 acre.

R. R. Encroachment

PARCEL NO. 5

A parcel of land lying in the NE¼NE¼ of Section 23, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1620+00 on the center line of said Railroad, said point being approximately 510 feet South and 410 feet West of the Northeast corner of said Section 23; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1615+00 on said center line; thence Southeasterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 40 feet Northwesterly of Station 1617+40 on said center line; thence Southeasterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 30 feet Northwesterly of Station 1619+00 on said center line; thence Northwesterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 40 feet Northwesterly of Station 1620+00 on said center line; thence Northwesterly at right angles to said center line 10 feet to the point of beginning.

The parcel of land to which this description applies contains 0.15 acre.

R. R. Encroachment

PARCEL NO. 6

A parcel of land lying in the NW¼NW¼ of Section 24 and in the SW¼SW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1612+70 on the center line of said Railroad; said point also being approximately 20 feet South and 90 feet East of the Northwest corner of said Section 24; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1609+70 on said center line; thence Southeasterly at right angles to said center line 20 feet; thence Southwesterly parallel to said center line to a point opposite and 30 feet Northwesterly of Station 1611+50 on said center line; thence Northwesterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 40 feet Northwesterly of Station 1612+70 on said center line; thence Northwesterly at right angles to said center line 10 feet to the point of beginning.

The parcel of land to which this description applies contains 0.11 acre.

R. R. Encroachment

PARCEL NO. 7

A parcel of land lying in the SW¼SW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1607+00 on the center line of said Railroad, said point also being approximately 460 feet North and 390 feet East of the Southwest corner of said Section 13; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1604+50; thence Southeasterly at right angles to said center line 30 feet; thence Southwesterly parallel to said center line to a point opposite and 20 feet Northwesterly of Station 1606+00 on said center line; thence Northwesterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 30 feet Northwesterly of Station 1607+00; thence Northwesterly at right angles to said center line 20 feet to the point of beginning.

The parcel of land to which this description applies contains 0.15 acre.

R. R. Encroachment

PARCEL NO. 8

A parcel of land lying in the W½SW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1597+60 on the center line of said Railroad, said point also being approximately 1335 feet North and 700 feet East of the Southwest corner of said Section 13; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1596+00 on said center line; thence Southeasterly at right angles to said center line 20 feet; thence Southwesterly parallel to said center line to a point opposite and 30 feet Northwesterly of Station 1597+60 on said center line; thence Northwesterly at right angles to said center line 20 feet to the point of beginning.

The parcel of land to which this description applies contains 0.07 acre.

R. R. Encroachment

PARCEL NO. 9

A parcel of land lying in the W½SW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1594+18.6 on the center line of said Railroad, said point also being approximately 1660 feet North and 800 feet East of the Southwest corner of said Section 13; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1590+00 on said center line; thence Southeasterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 40 feet Northwesterly of Station 1591+00 on said center line; thence Southeasterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 30 feet Northwesterly of Station 1592+50 on said center line; thence Northwesterly at right angles to said center line 10 feet; thence Southwesterly parallel to said center line to a point opposite and 40 feet Northwesterly of Station 1594+18.6 on said center line; thence Northwesterly at right angles to said center line 10 feet to the point of beginning.

The parcel of land to which this description applies contains 0.13 acre.

R. R. Encroachment

PARCEL NO. 10

A parcel of land lying in the SE¼NW¼ of Section 13, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 50 feet Northwesterly of Station 1577+10 on the center line of said Railroad, said point also being approximately 3190 feet North and 1570 feet East of the Southwest corner of said Section 31; thence Northeasterly along said Northwesterly right of way line to a point opposite and 50 feet Northwesterly of Station 1573+00 on said center line; thence Southeasterly at right angles to said center line 30 feet; thence Southwesterly parallel to said center line to a point opposite and 20 feet Northwesterly of Station 1577+10 on said center line; thence Northwesterly at right angles to said center line 30 feet to the point of beginning.

The parcel of land to which this description applies contains 0.28 acre.

R. R. Encroachment

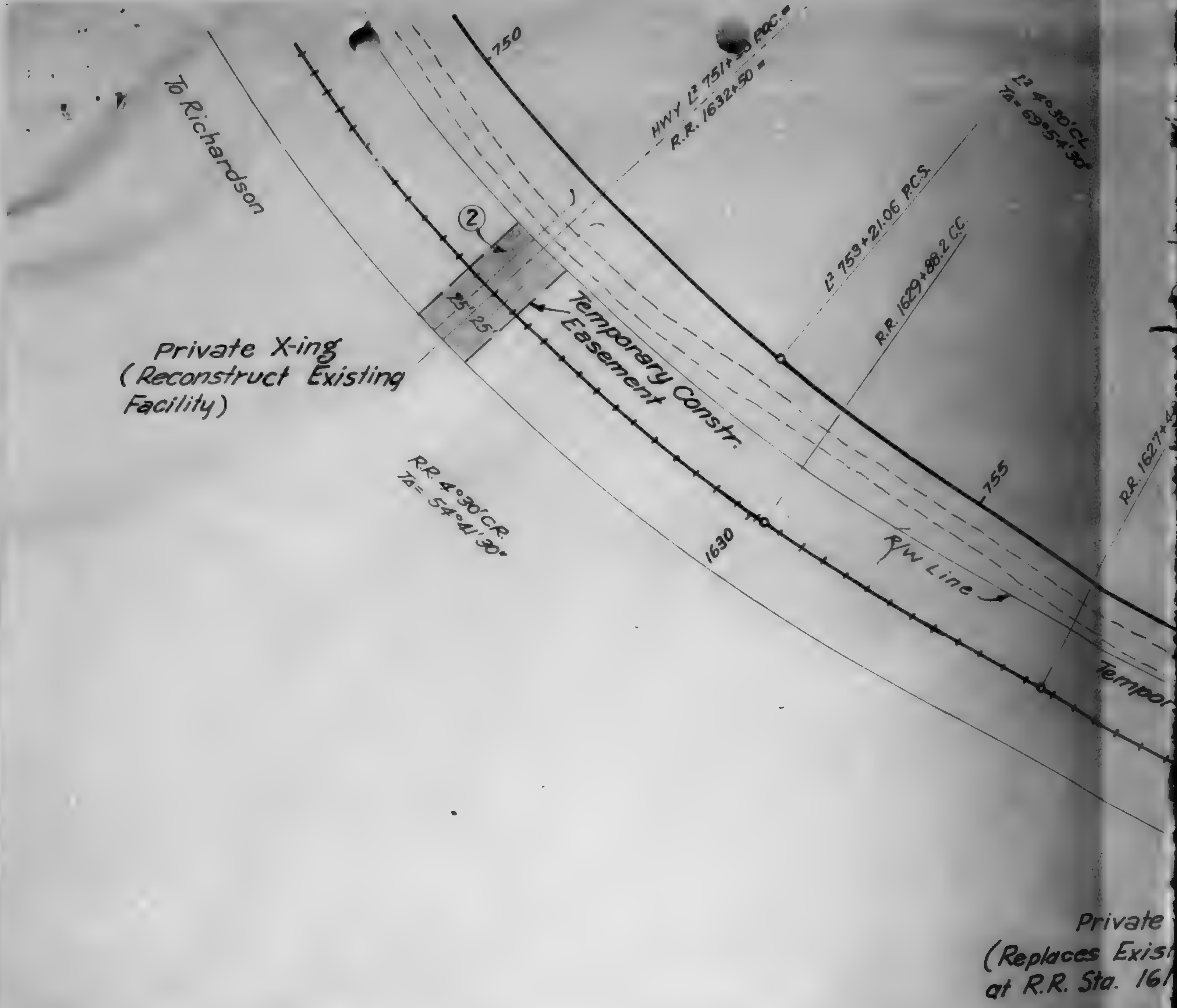
PARCEL NO. 11

A parcel of land lying in the NW¼ of Section 12, Township 18 South, Range 8 West, W.M., Lane County, Oregon, the said parcel being described as follows:

Beginning on the Westerly right of way line of the Southern Pacific Railway Company (Coos Bay Branch) at a point opposite and 75 feet Westerly of Station 1510+10 on the center line of said Railroad, said Station also being approximately 1015 feet North and 1210 feet East of the West quarter corner of said Section 12; thence Northerly along said Westerly right of way line to a point opposite and 75 feet Westerly of Station 1505+80 on said center line; thence Easterly at right angles to said center line 45 feet; thence Southerly parallel to said center line to a point opposite and 30 feet Westerly of Station 1510+10 on said center line; thence Westerly at right angles to said center line 45 feet to the point of beginning.

The parcel of land to which this description applies contains 0.44 acre.

lw4p



To Richardson
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HWY L2 751+50 P.O.C. =
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②
L2 753+21.06 P.C.S.
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Facility)
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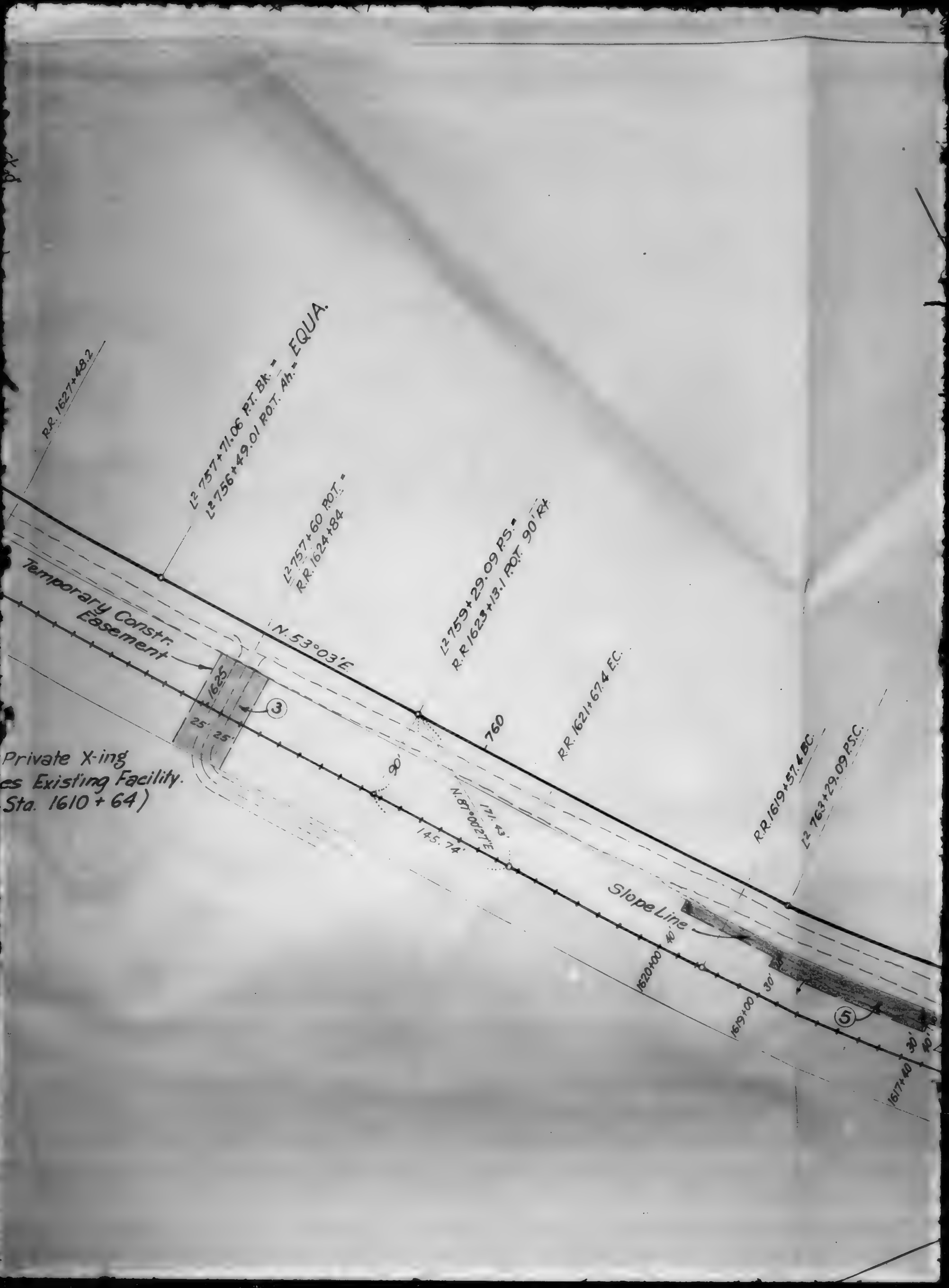
R.R. 1627+48.2
L² 757+71.06 P.T. Bk. =
L² 756+49.01 P.O.T. Ah. = EQUA.
L² 757+60 P.O.T. =
R.R. 1624+84
L² 759+29.09 P.S. =
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760
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R.R. 1619+57.4 B.C.
L² 763+29.09 P.S.C.
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1620+00
1619+00
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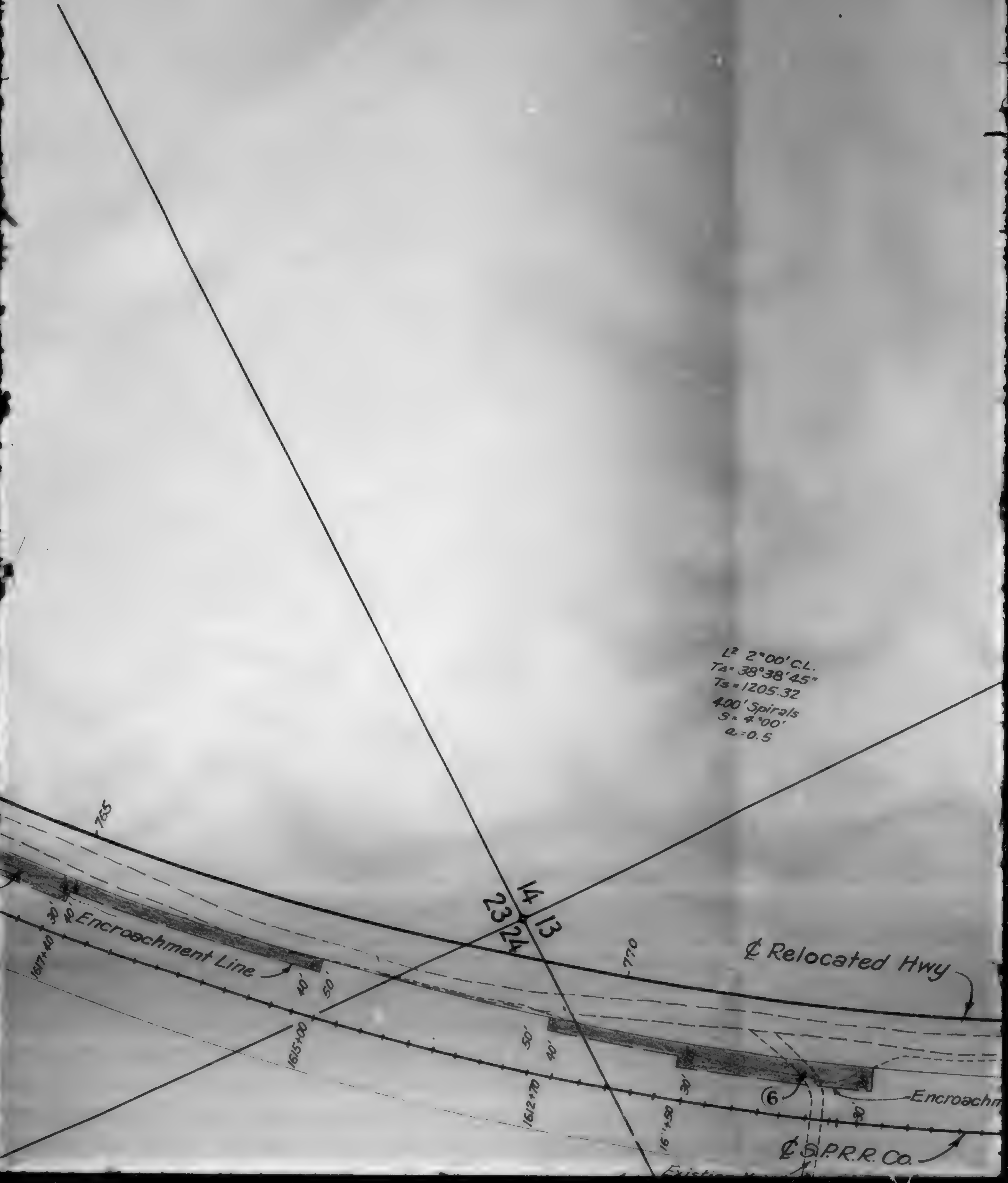
1617+40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770
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Encroachment Line
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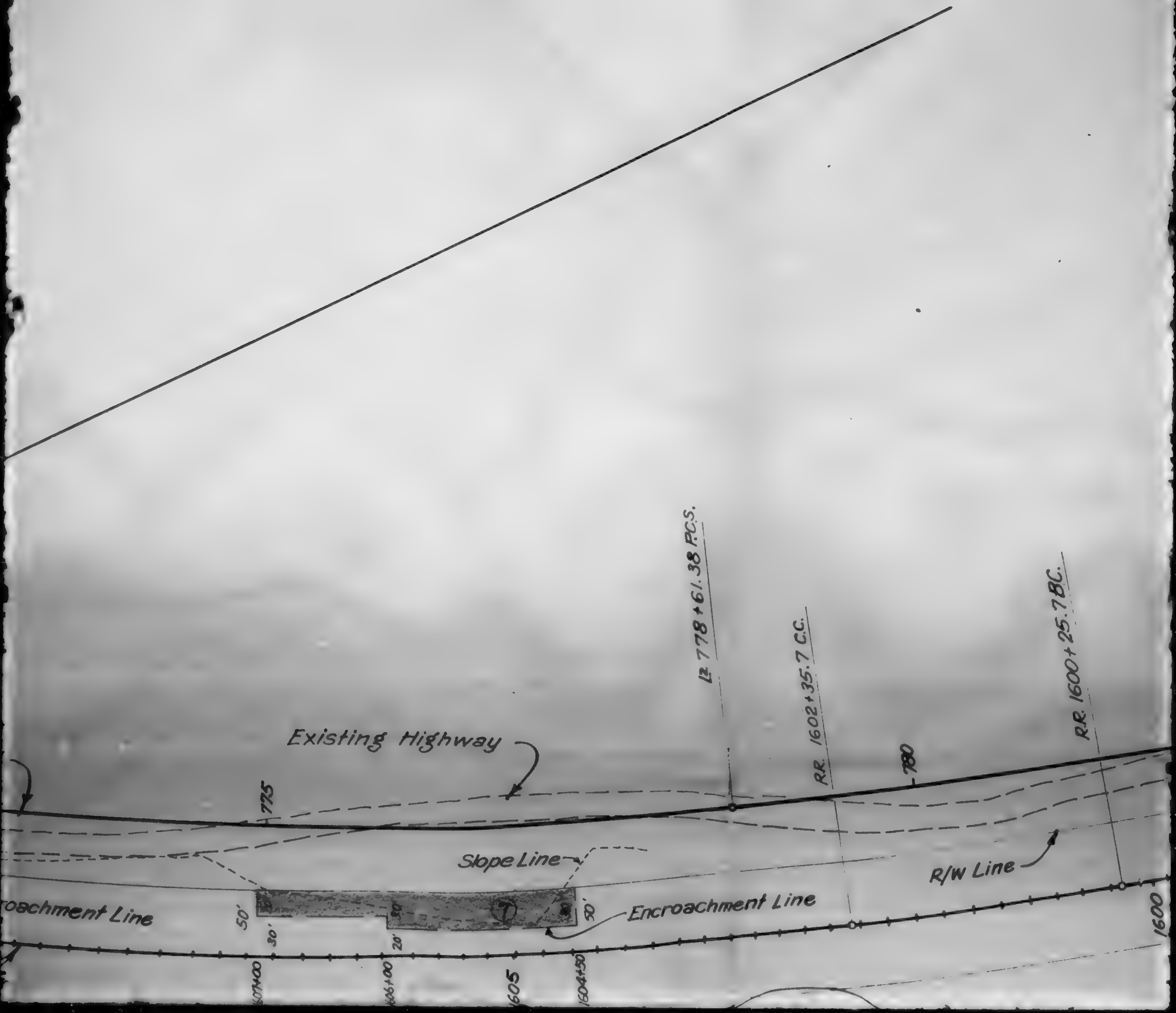
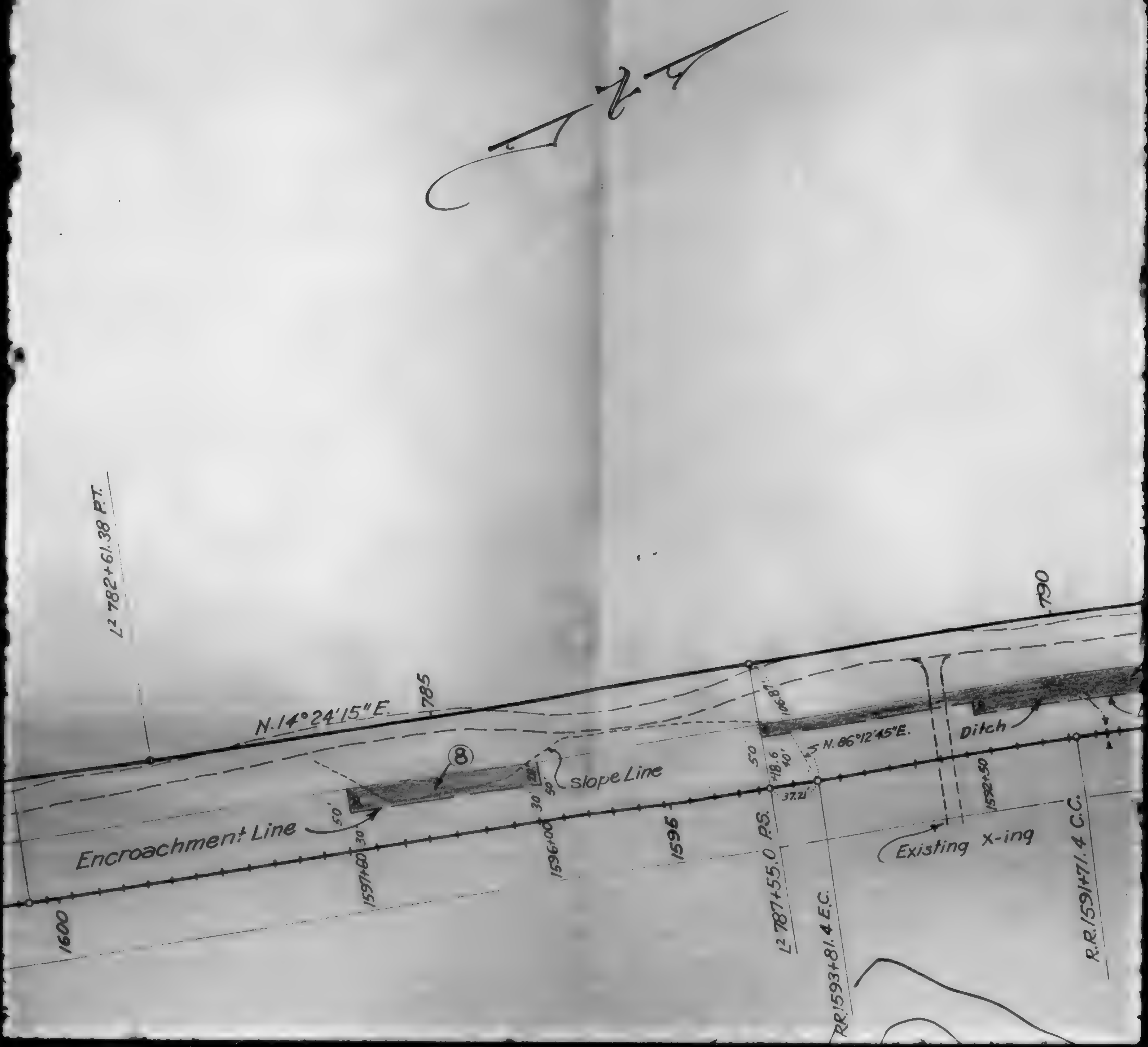
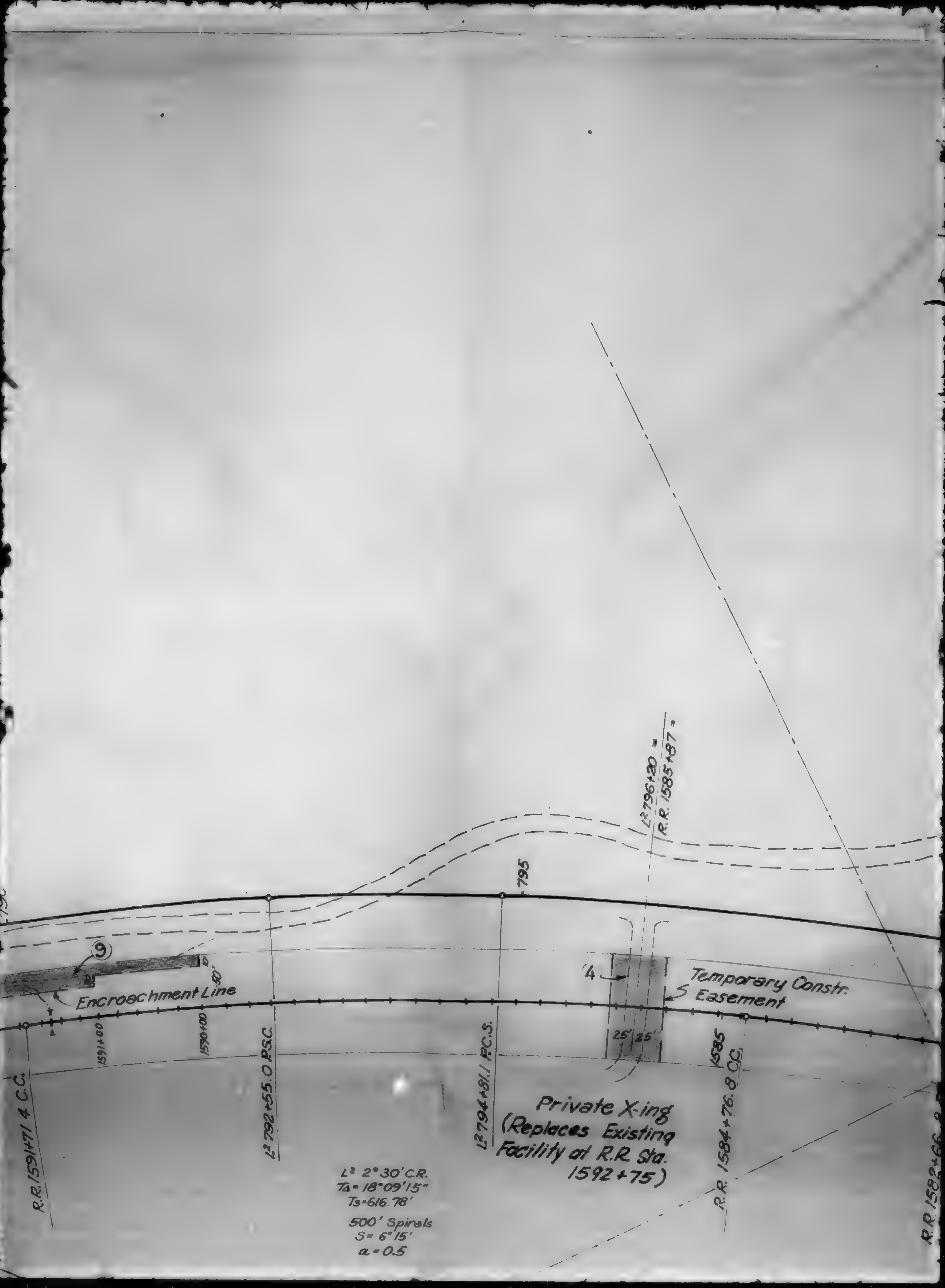
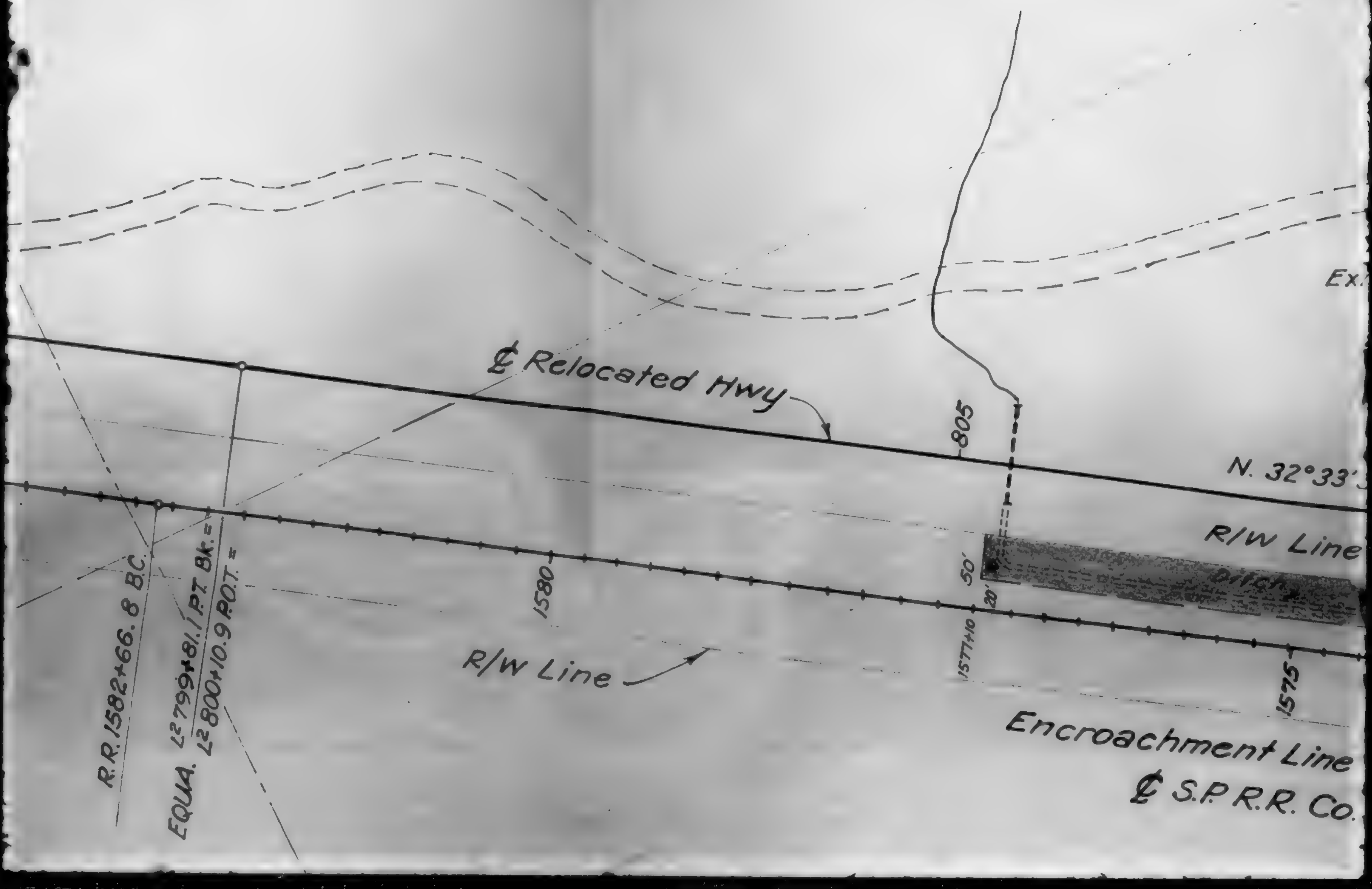
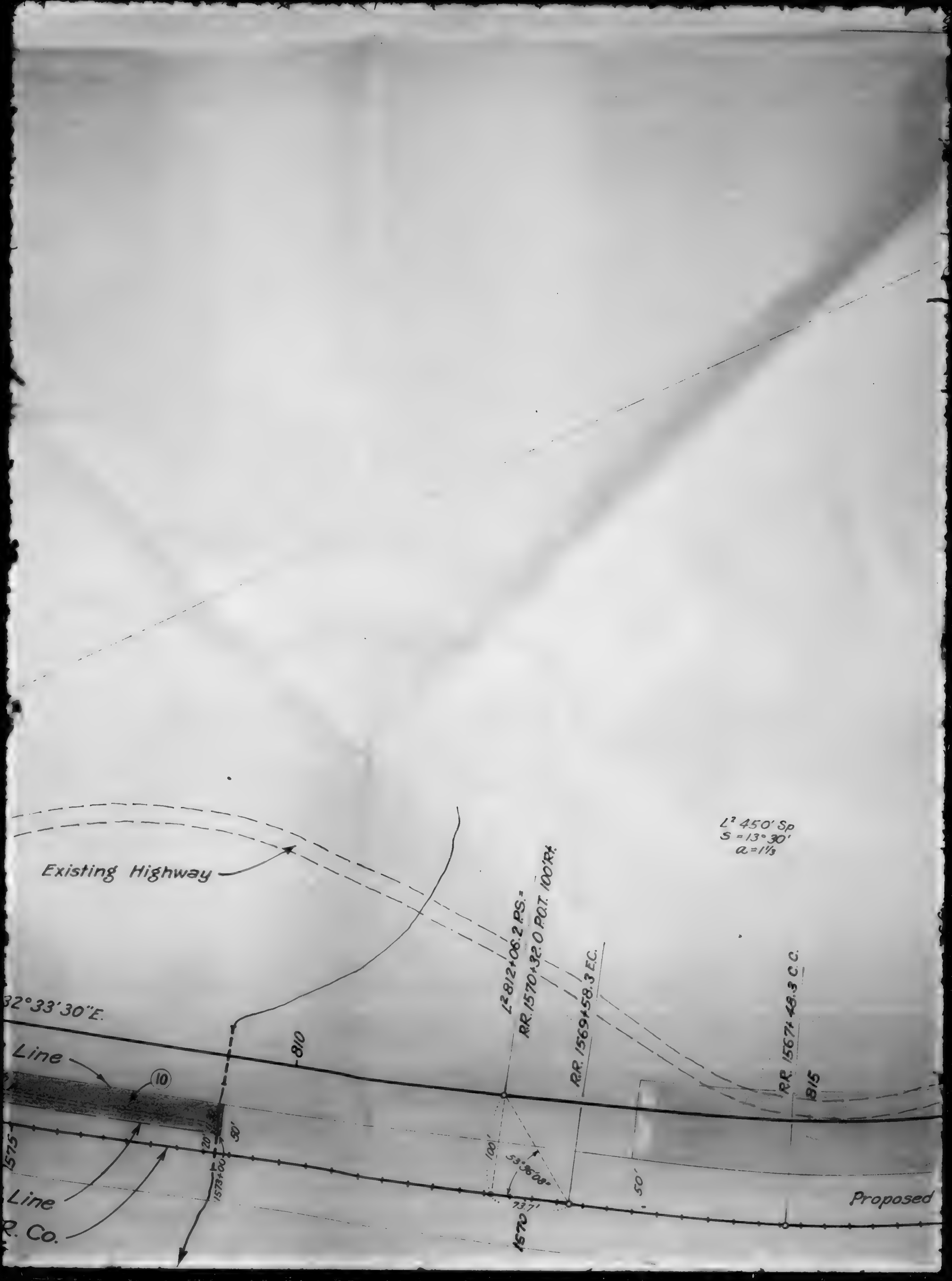
50'
1617+40
1615+00
50'
40'
30'
1612+70
16'+50
⑥
30
Encroachm
℄ Relocated Hwy
℄ S.P.R.R. Co.
Existin

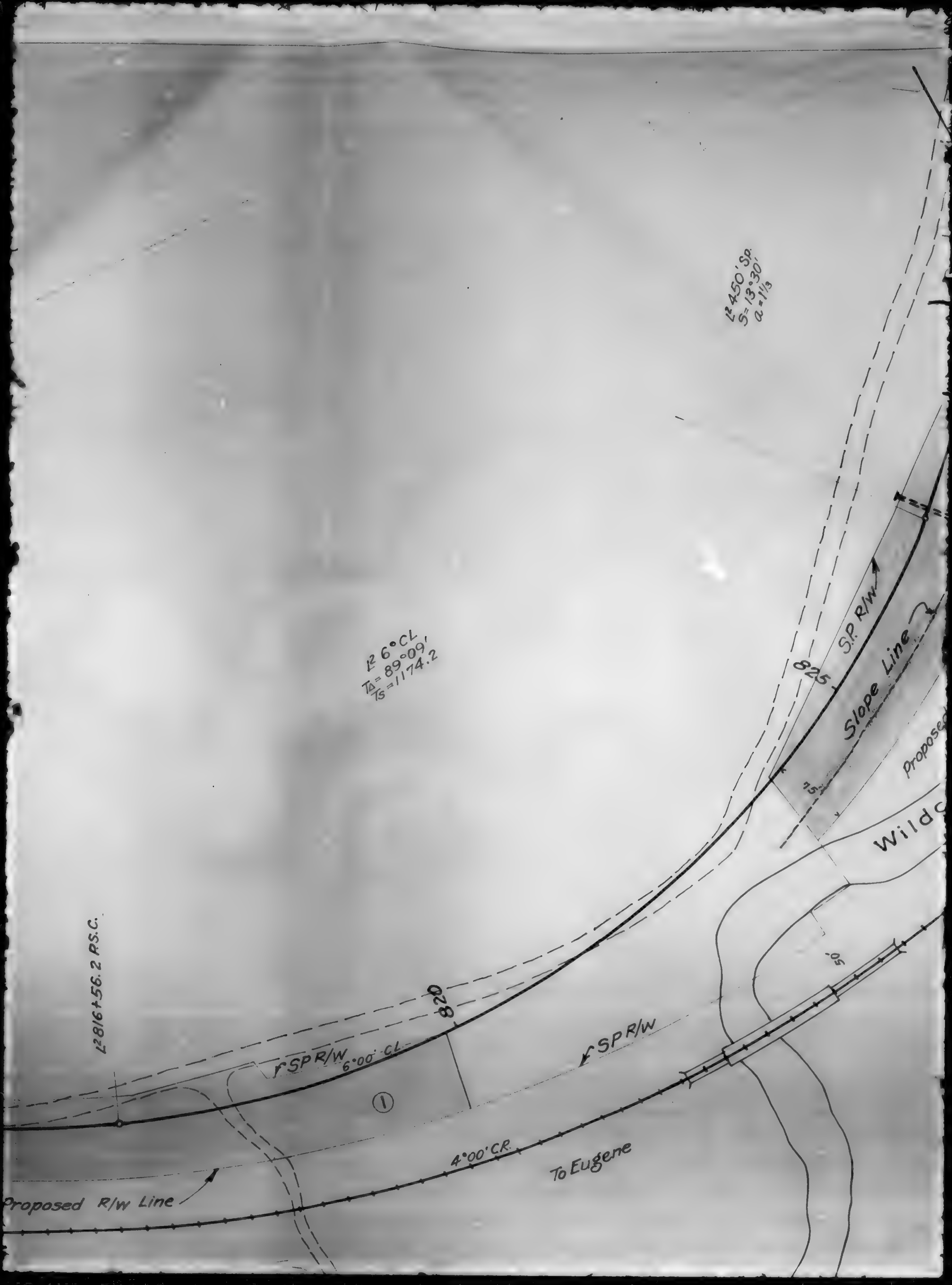

℄ 778+61.38 P.C.S.
R.R. 1602+35.7 C.C.
R.R. 1600+25.7 B.C.
Existing Highway
775
780
Slope Line
R/W Line
roachment Line
Encroachment Line
50'
30'
20'
30
30
50'
1607+00
1606+00
1605
1604+50
1600


L$^2$ 782+61.38 P.T.
785
N.14°24'15"E.
790
⑧
Slope Line
Encroachment Line
50'
30
50
30
1597+00
1596+00
1596
1600
106.87'
N.86°12'45"E.
Ditch
50
48.6
40'
37.21'
1592+50
L$^2$ 787+55.0 P.S.
R.R.1593+81.4 E.C.
Existing X-ing
R.R.1591+71.4 C.C.

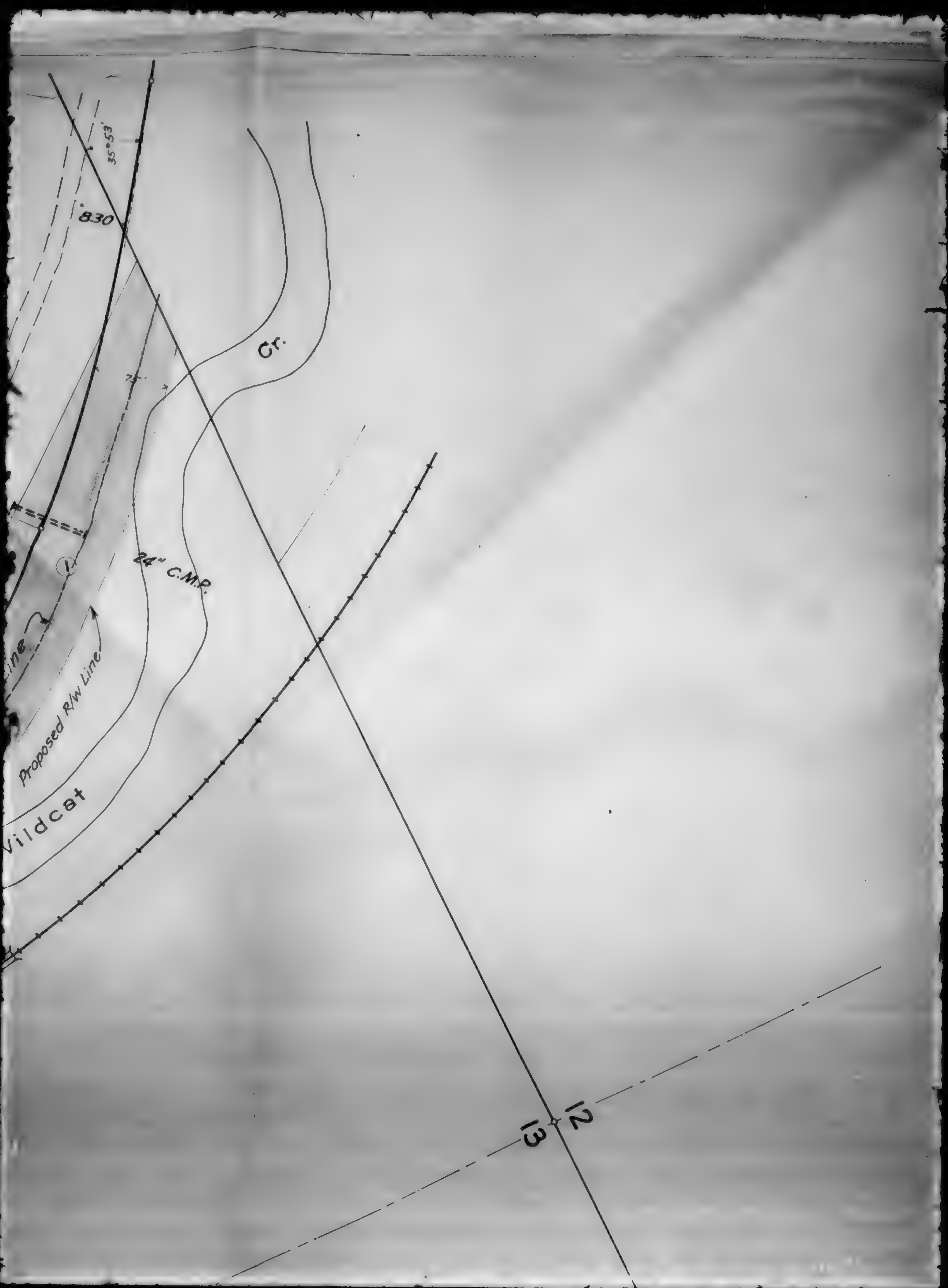

790
L² 796+20 =
R.R. 1585+87 =
795
⑨
50'
Encroachment Line
4
Temporary Constr. Easement
25'
25'
1591+00
1590+00
1585
R.R. 1591+71.4 C.C.
L² 792+55.0 P.S.C.
L² 794+81.1 P.C.S.
R.R. 1584+76.8 C.C.
R.R. 1582+66.8
Private X-ing
(Replaces Existing
Facility at R.R. Sta.
1592+75)
L² 2°30' C.R.
Ta = 18°09'15"
Ts = 616.78'
500' Spirals
S = 6°15'
a = 0.5

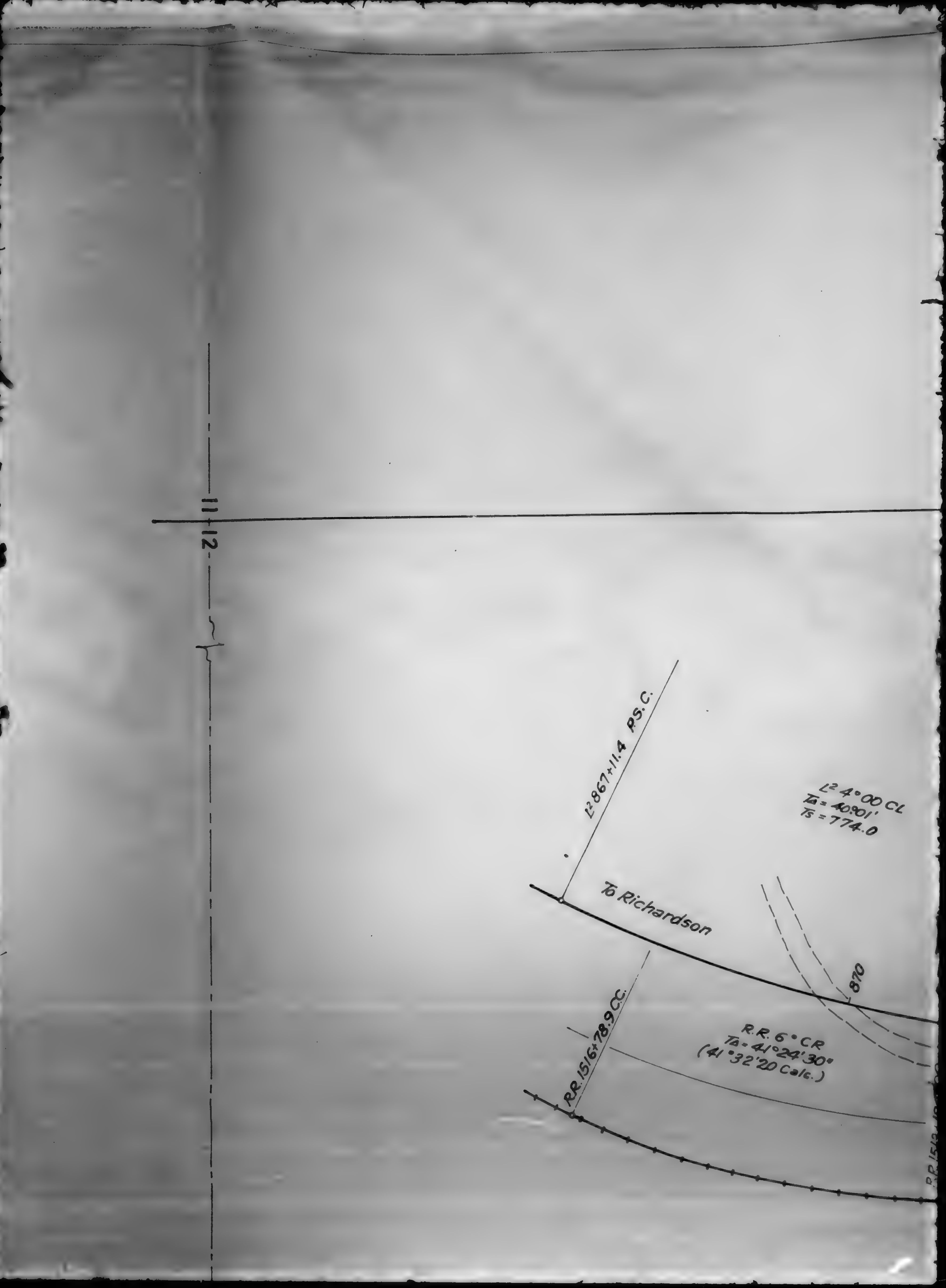

Ex
℄ Relocated Hwy
805
N. 32°33'
R/W Line
Ditch
50'
20'
1580
1577+10
1575
R/W Line
Encroachment Line
℄ S.P. R.R. Co.
R.R. 1582+66.8 B.C.
EQUA. L² 799+81.1 P.T. Bk. =
L² 800+10.9 P.O.T. =

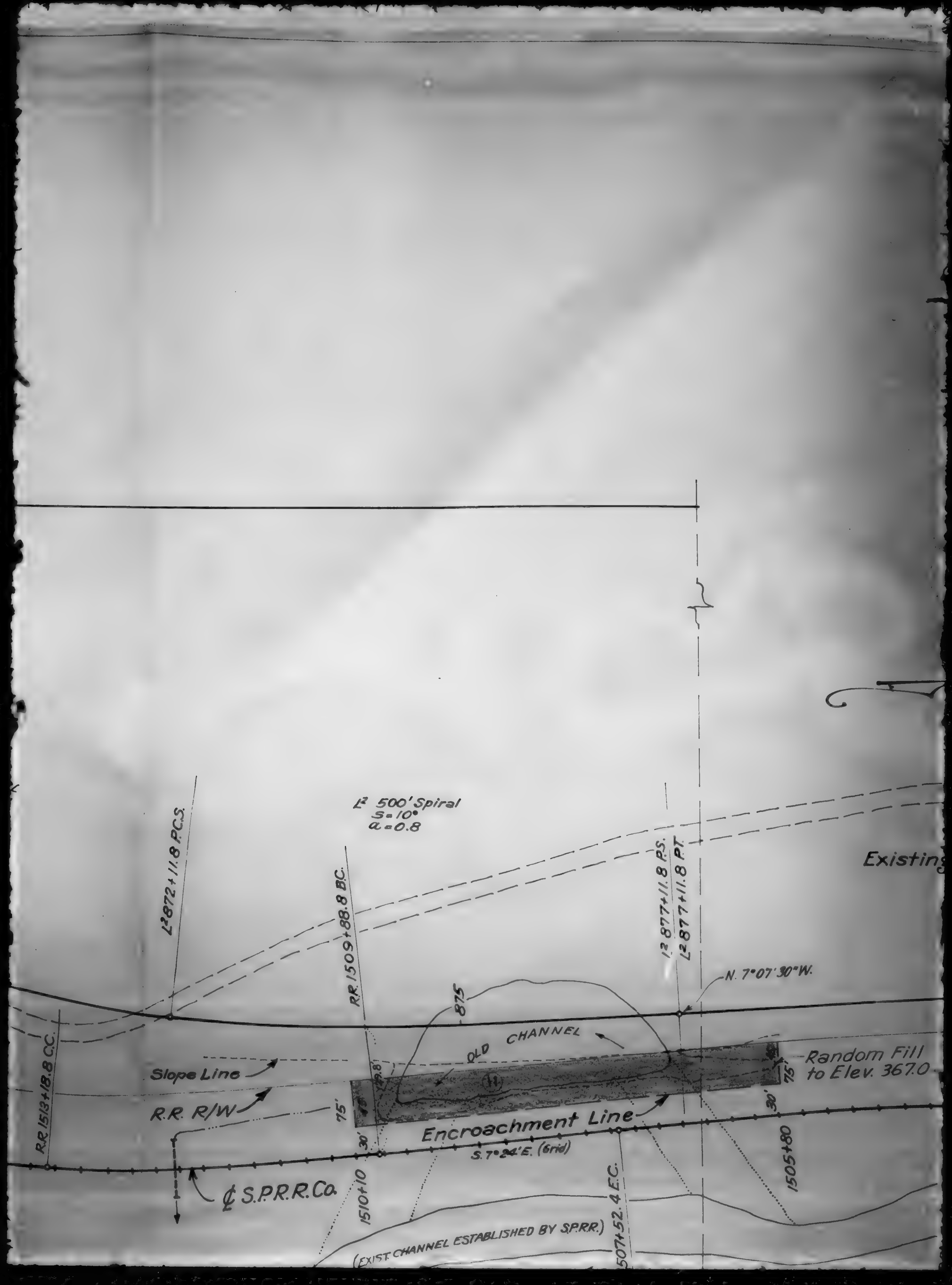

L² 450' Sp
S = 13° 30'
a = 1⅓
Existing Highway
L² 812+06.2 P.S. =
R.R. 1570+32.0 P.O.T. 100' Rt.
R.R. 1569+58.3 E.C.
R.R. 1567+48.3 C.C.
32° 33' 30" E.
Line
10
810
815
1575
20'
90'
1573+00
100'
53°36'08"
73.7'
50'
1570
Line
R. Co.
Proposed

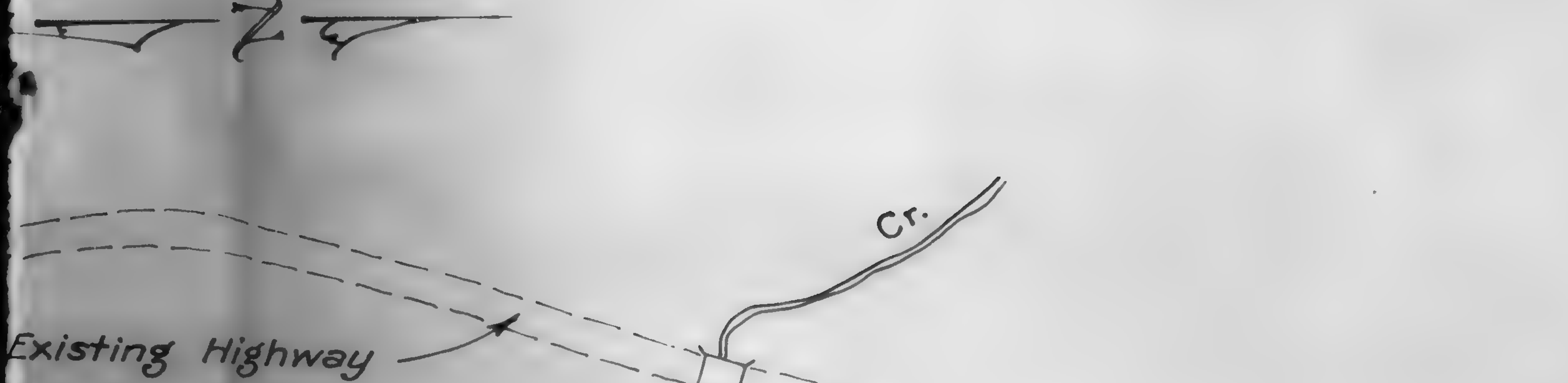


L² 450' SP.
S=13°30'
a=1⅓
L² 6° CL
T∆=89°09'
Ts=1174.2
S.P. R/W
825
Slope Line
Propose
Wildc
15
50
L² 816+56.2 P.S.C.
820
℄ SP R/W
6°00' CL
℄ SP R/W
①
4°00' C.R.
To Eugene
Proposed R/W Line


35°53'
830
Cr.
75'
1
24" C.M.P.
Line
Proposed R/W Line
Vildcat
12
13


11
12
L² 867+11.4 P.S.C.
L² 4°00 CL
Ta = 40°01'
Ts = 774.0
To Richardson
870
R.R. 6° CR
Ta = 41°24'30"
(41°32'20 Calc.)
R.R. 1516+78.9 C.C.
R.R. 1513


L² 500' Spiral
S=10°
a=0.8
L² 872+11.8 P.C.S.
R.R. 1509+88.8 B.C.
L² 877+11.8 P.S.
L² 877+11.8 P.T.
Existin
N. 7°07'30"W.
875
OLD CHANNEL
Random Fill
to Elev. 367.0
R.R. 1513+18.8 C.C.
Slope Line
R.R. R/W
Encroachment Line
75'
75'
30'
30'
S. 7°24'E. (Grid)
℄ S.P.R.R. Co.
1510+10
1505+80
507+52.4 E.C.
(EXIST. CHANNEL ESTABLISHED BY S.P.R.R.)


Cr.
Existing Highway
Kirk
880
S. 2°33'30"W.
27°48'28"
n Fill
v. 367.0
249.9'
10.1'
To Elmira
Creek
P.R.1504+22.4C.C.
8 P.S.C.
0.3 P.O.C.

OREGON STATE HIGHWAY DEPARTMENT
Located Line

# ENCROACHMENT ON S.P.R.R.Co.

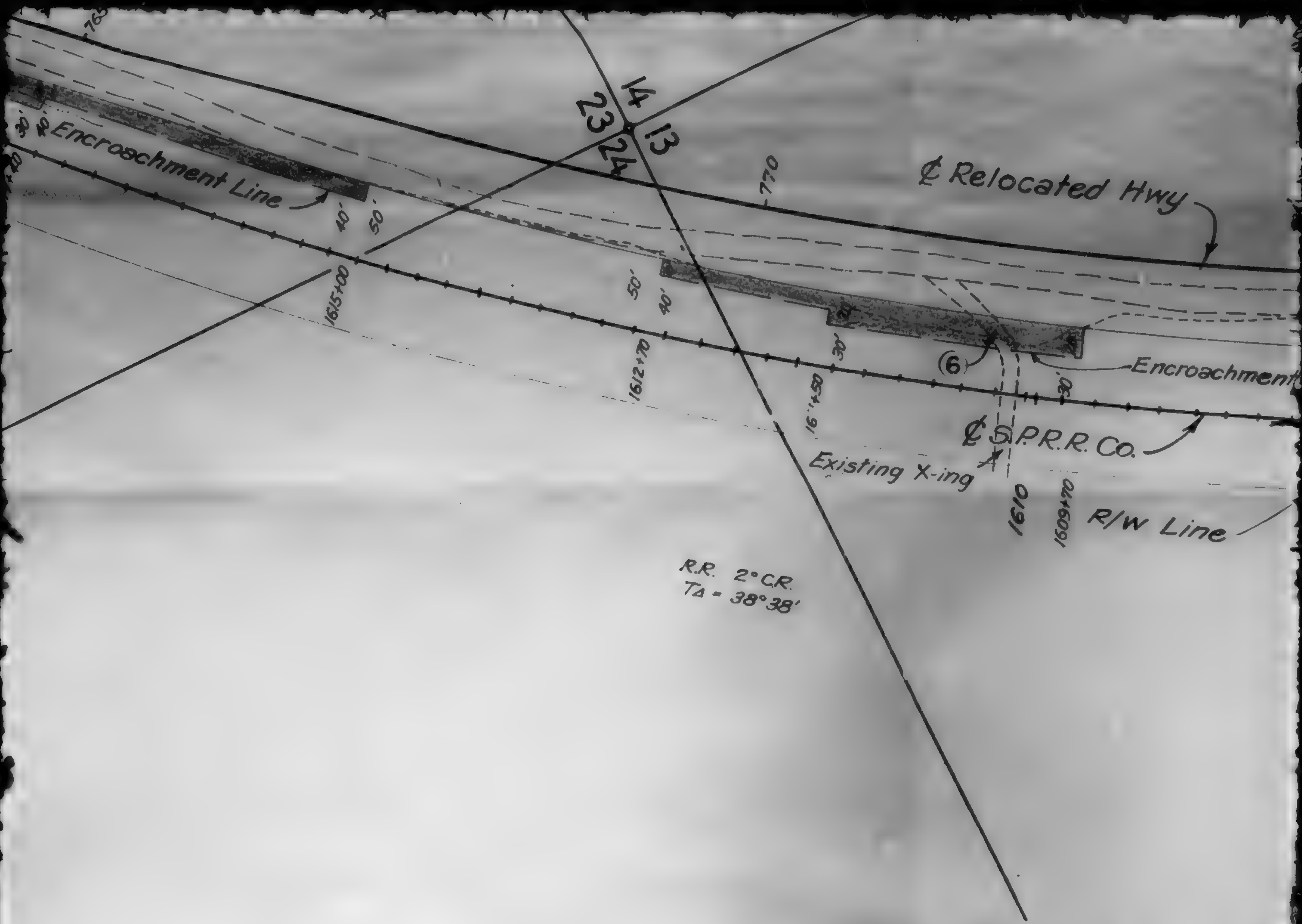
## E. UNIT SIUSLAW RIVER – WALTON SEC.
## RICHARDSON – EUGENE HWY.

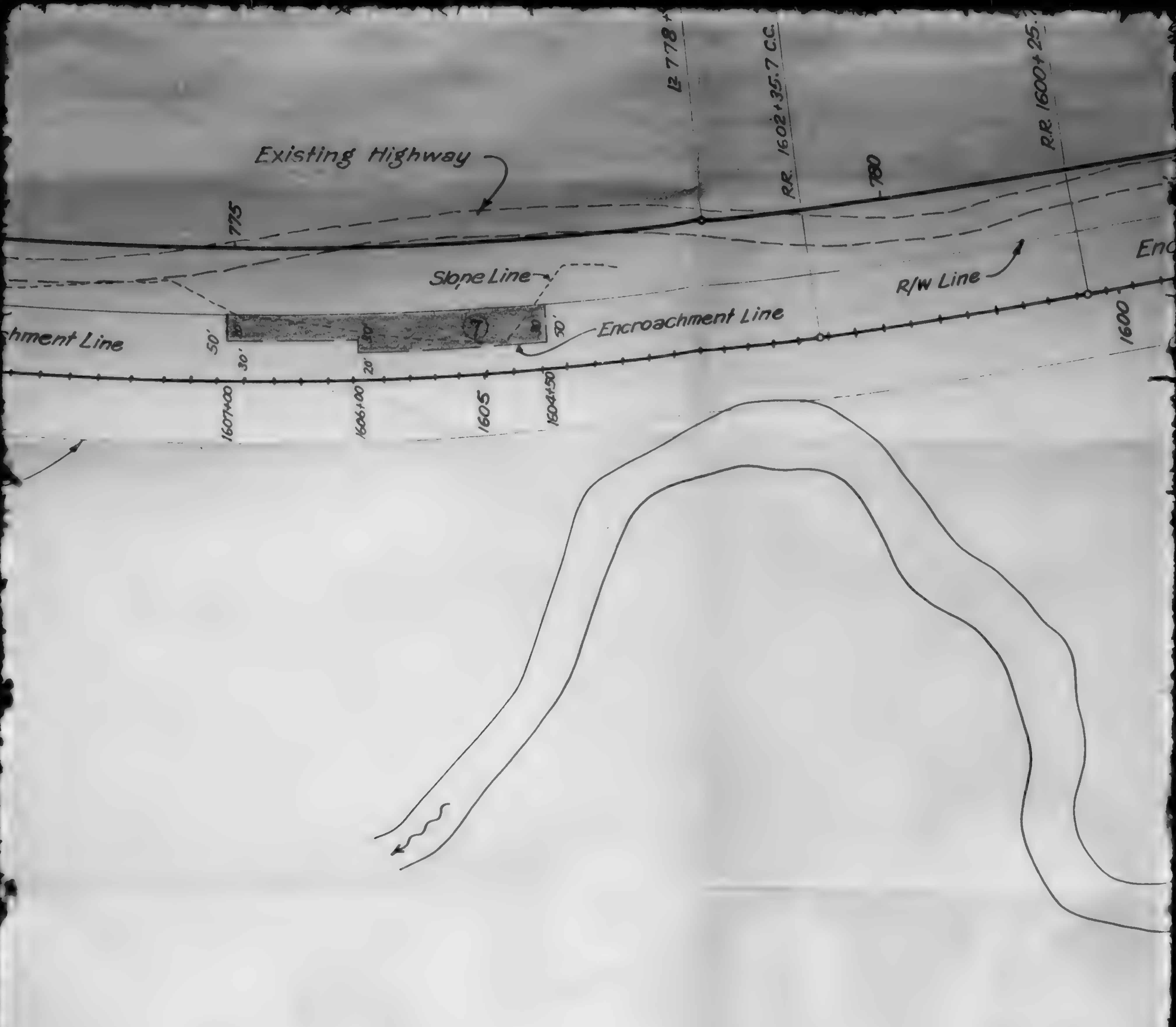
Lane Co.

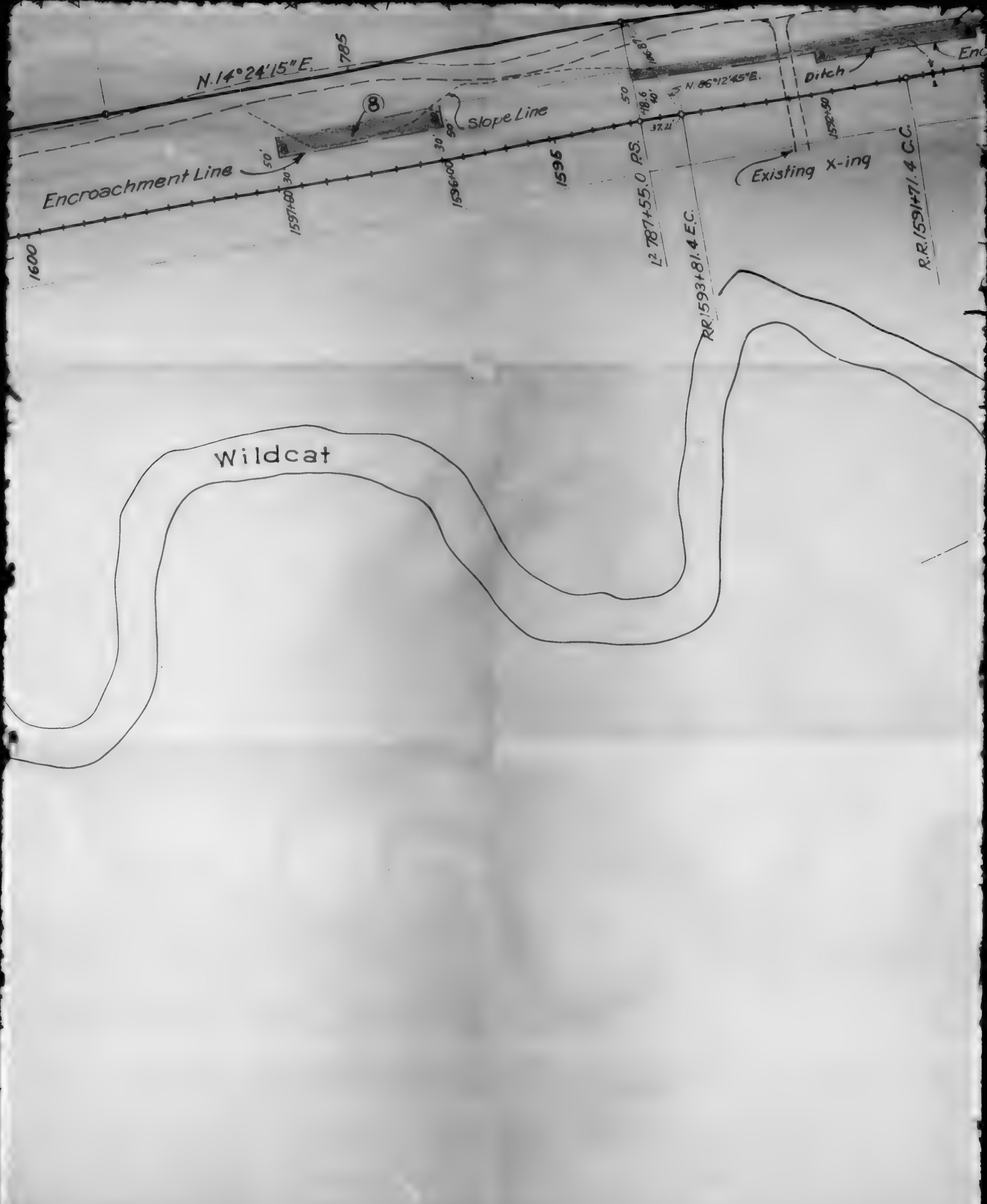
Scale 1" = 100'
June 1961

DWG. No. 8B-22-19

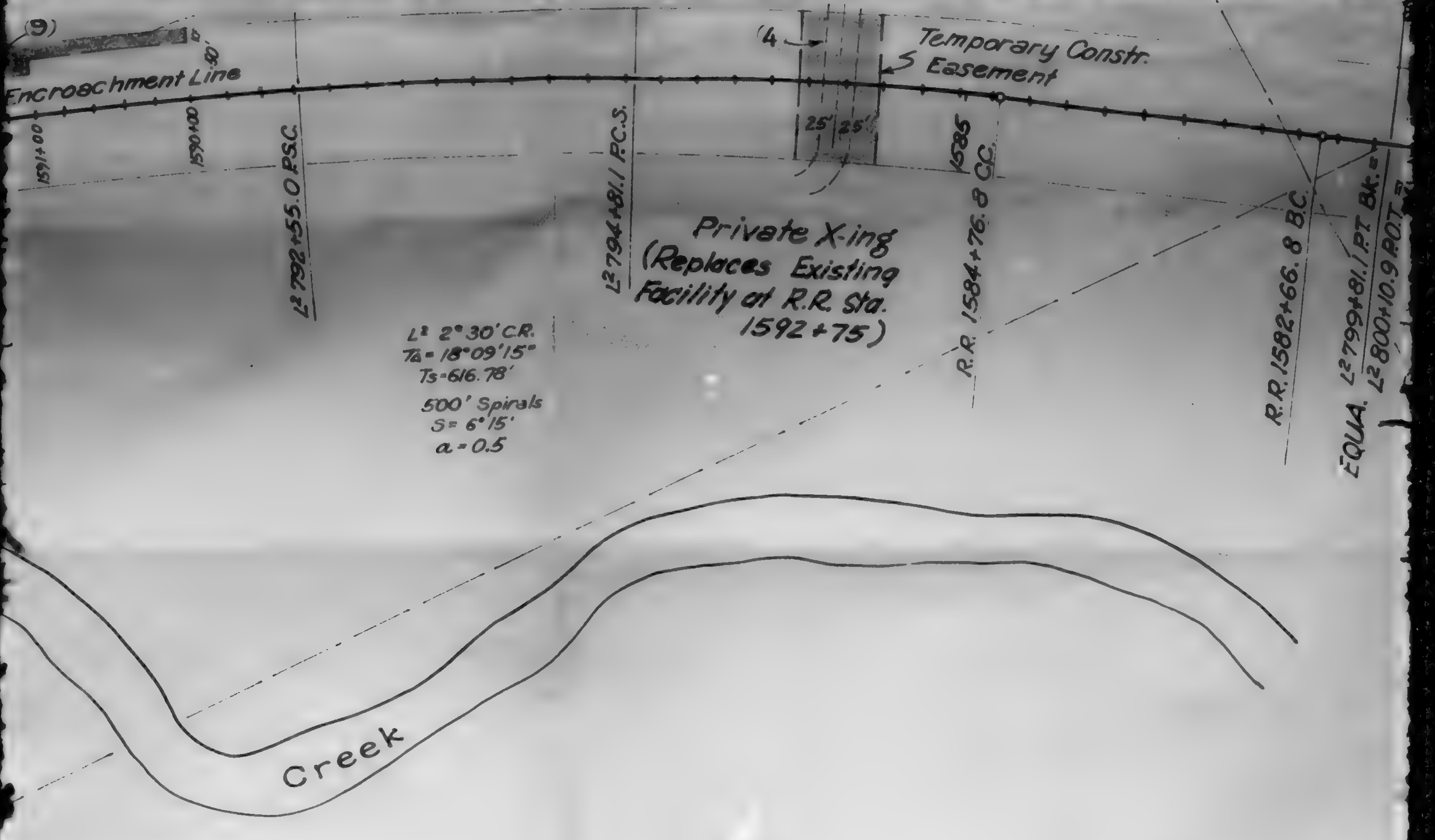
1620+00
1619+00
30'
⑤
30
40
Encro
1617+40

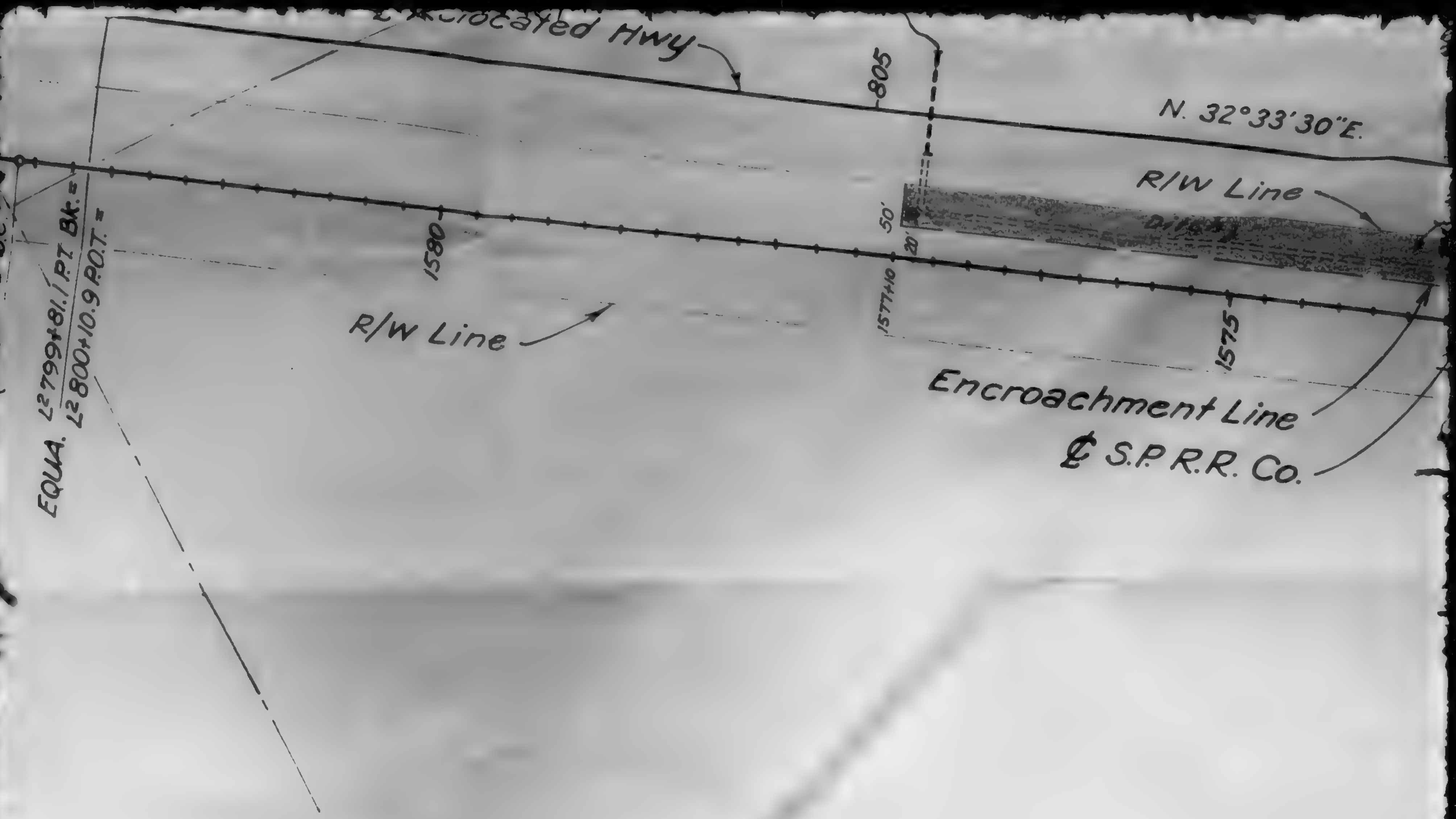

765
14
13
23
24
30'
40
Encroachment Line
40'
50'
770
℄ Relocated Hwy
1615+00
50'
40'
1612+70
30'
1611+50
⑥
Encroachment
30
℄ S.P.R.R. Co.
A
Existing X-ing
1610
1609+70
R/W Line
R.R. 2° C.R.
TΔ = 38°38'


Existing Highway
775
L 778+
R.R. 1602+35.7 C.C.
780
R.R. 1600+25.
Enc
R/W Line
Slope Line
Encroachment Line
chment Line
50'
30'
20'
50'
7
1607+00
1606+00
1605
1604+50
1600



N.14°24'15"E.
785
⑧
Slope Line
50'
30
30
90
Encroachment Line
1597+00
1596+00
1595
1600
50
106.87'
N.86°12'45"E.
48.6
40'
37.21'
P.S.
L² 787+55.0
R.R.1593+81.4 E.C.
Ditch
Existing X-ing
1592+50
R.R.1591+71.4 C.C.
Enc
Wildcat


(9)
50'
Encroachment Line
1591+00
1590+00
L² 792+55.0 P.S.C.
L² 794+81.1 P.C.S.
4
25'
25'
Temporary Constr.
5 Easement
1585
R.R. 1584+76.8 C.C.
Private X-ing
(Replaces Existing
Facility at R.R. Sta.
1592+75)
L² 2° 30' C.R.
Tà = 18°09'15"
Ts = 616.78'
500' Spirals
S = 6° 15'
a = 0.5
R.R. 1582+66.8 B.C.
EQUA. L² 799+81.1 P.T. Bk. =
L² 800+10.9 P.O.T. =
Creek



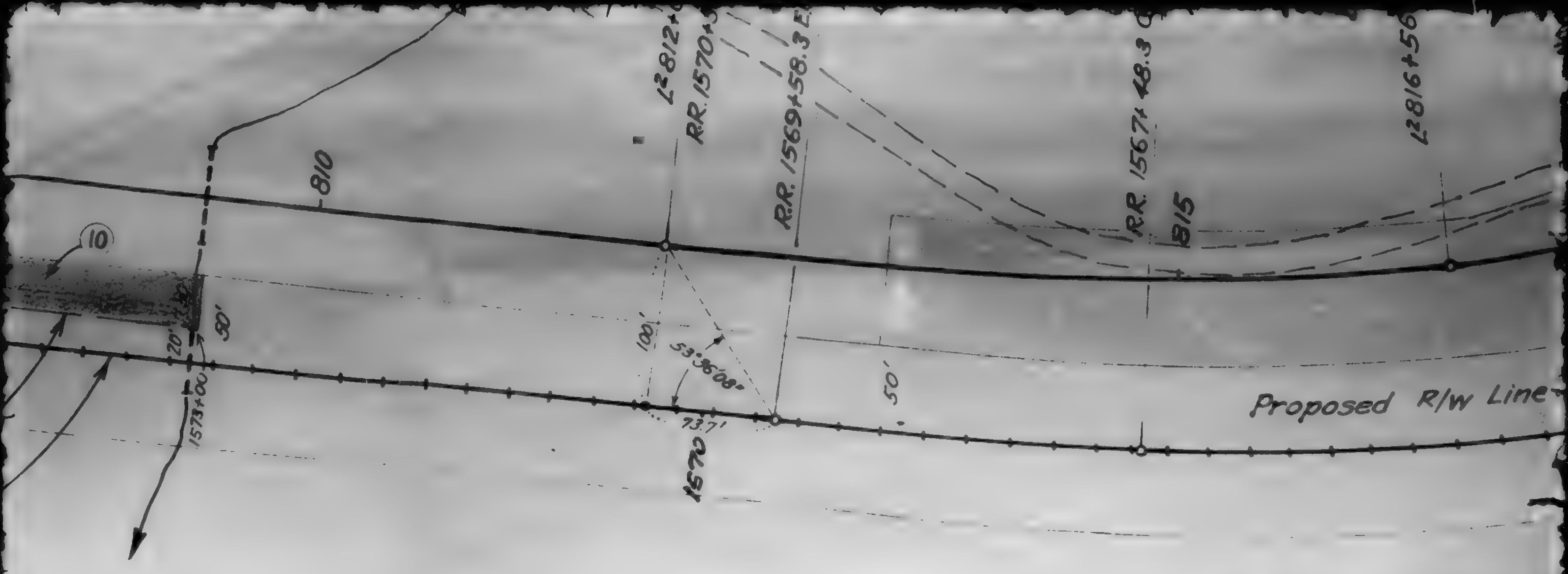
located Hwy
805
N. 32°33'30"E.
R/W Line
Ditch
50'
20'
EQUA. L2 799+81.1 P.T. Bk. = L2 800+10.9 P.O.T. =
1580
1577+10
1575
R/W Line
Encroachment Line
℄ S.P. R.R. Co.

G – Temporary Construction Easement

R – Permanent Encroachment

Y – Lands to be deeded to State

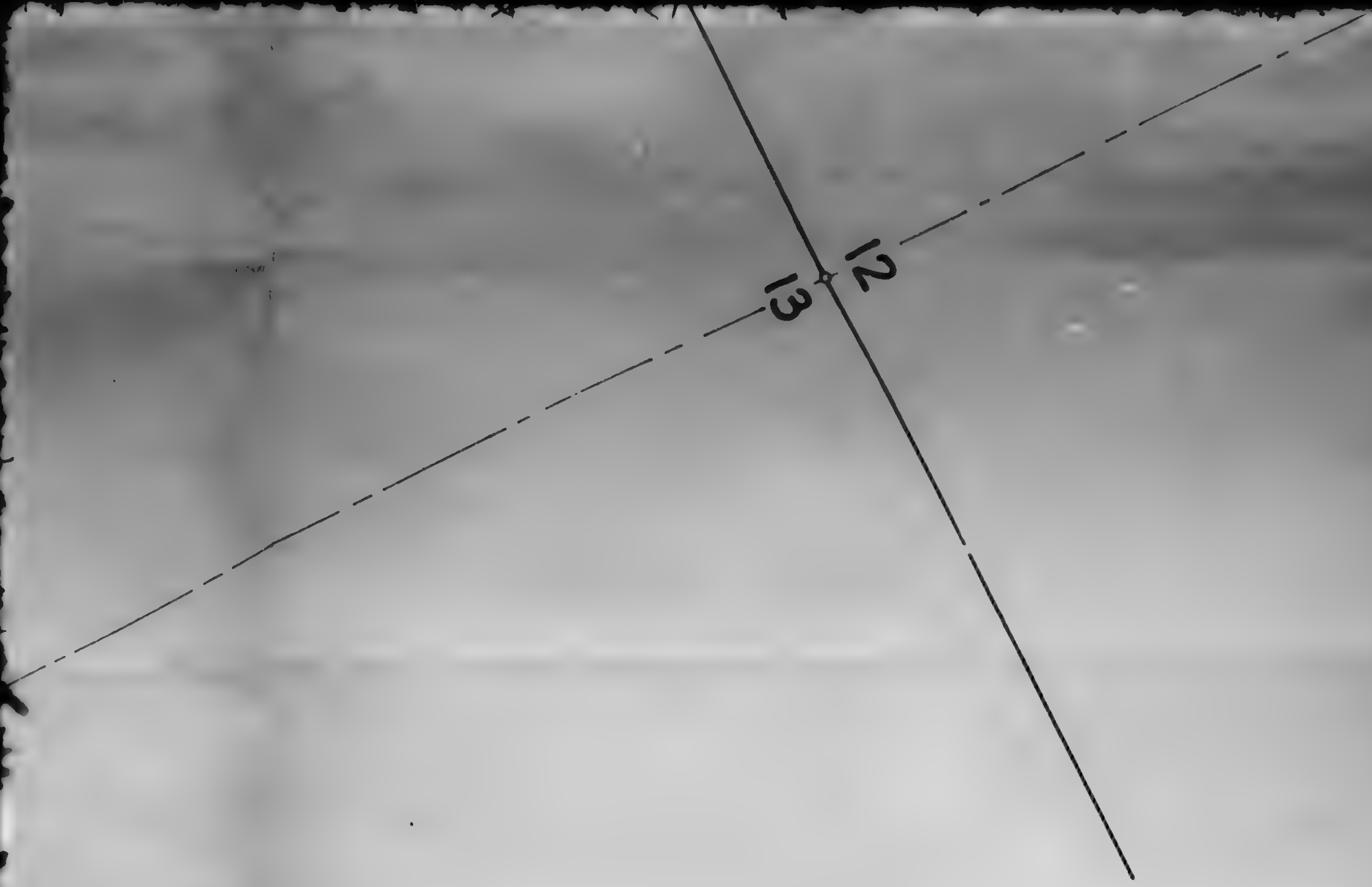
② – Parcel Number



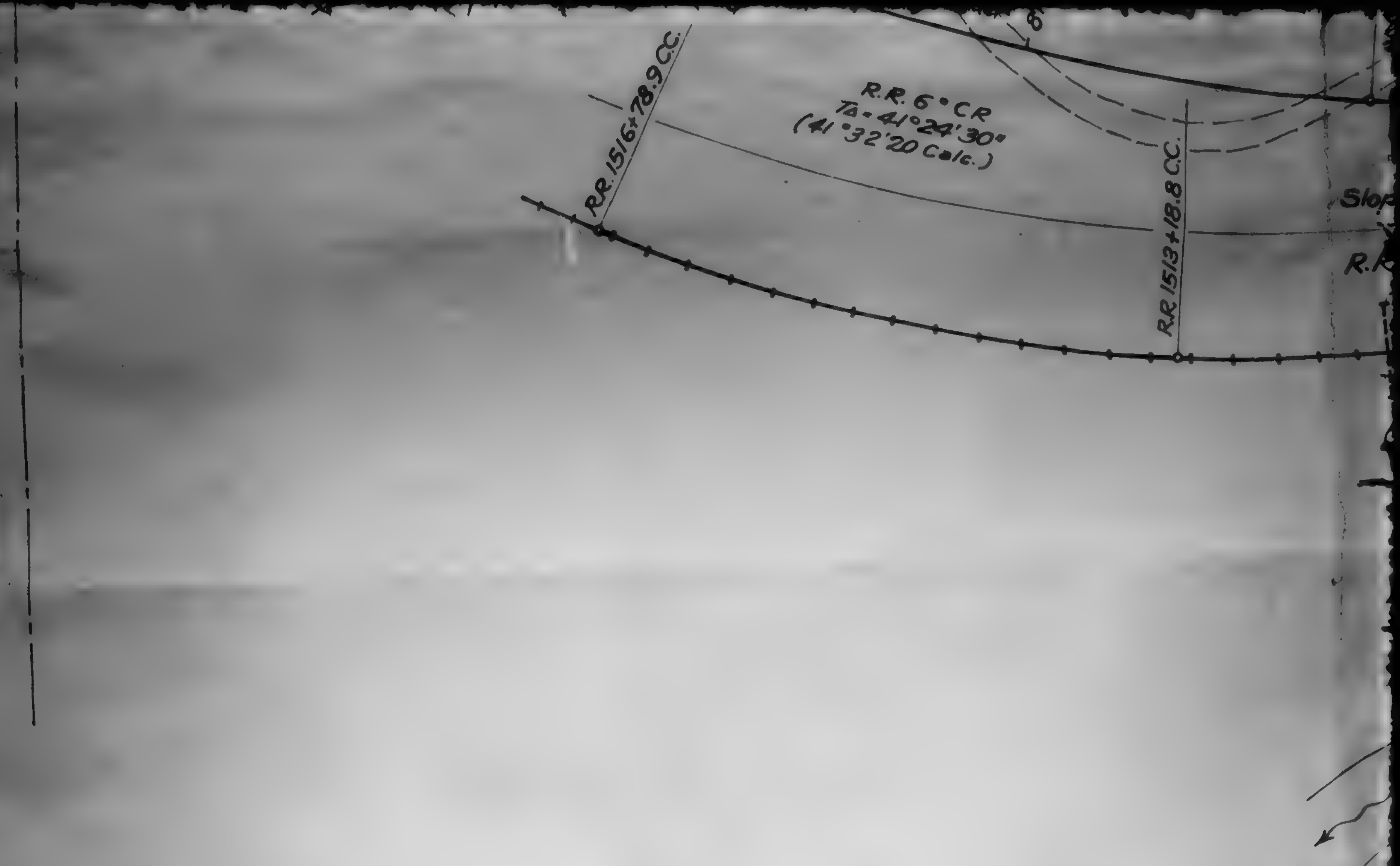
L 2812+
R.R. 1570+5
R.R. 1569+58.3 E
R.R. 1567+48.3
L 2816+56
810
815
10
20'
90'
1573+00
100'
53°36'08"
73.7'
1570
50'
Proposed R/W Line

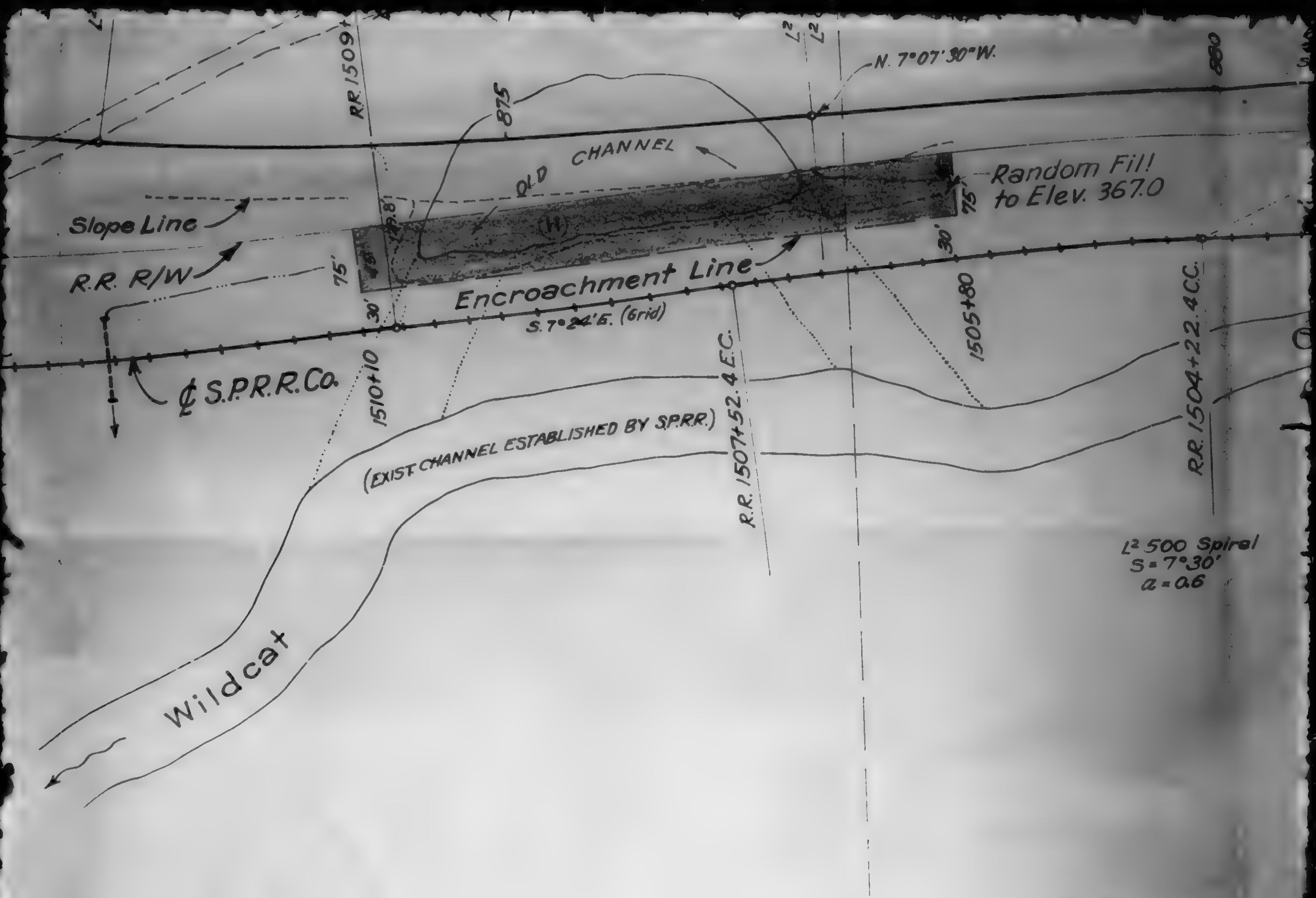
ent

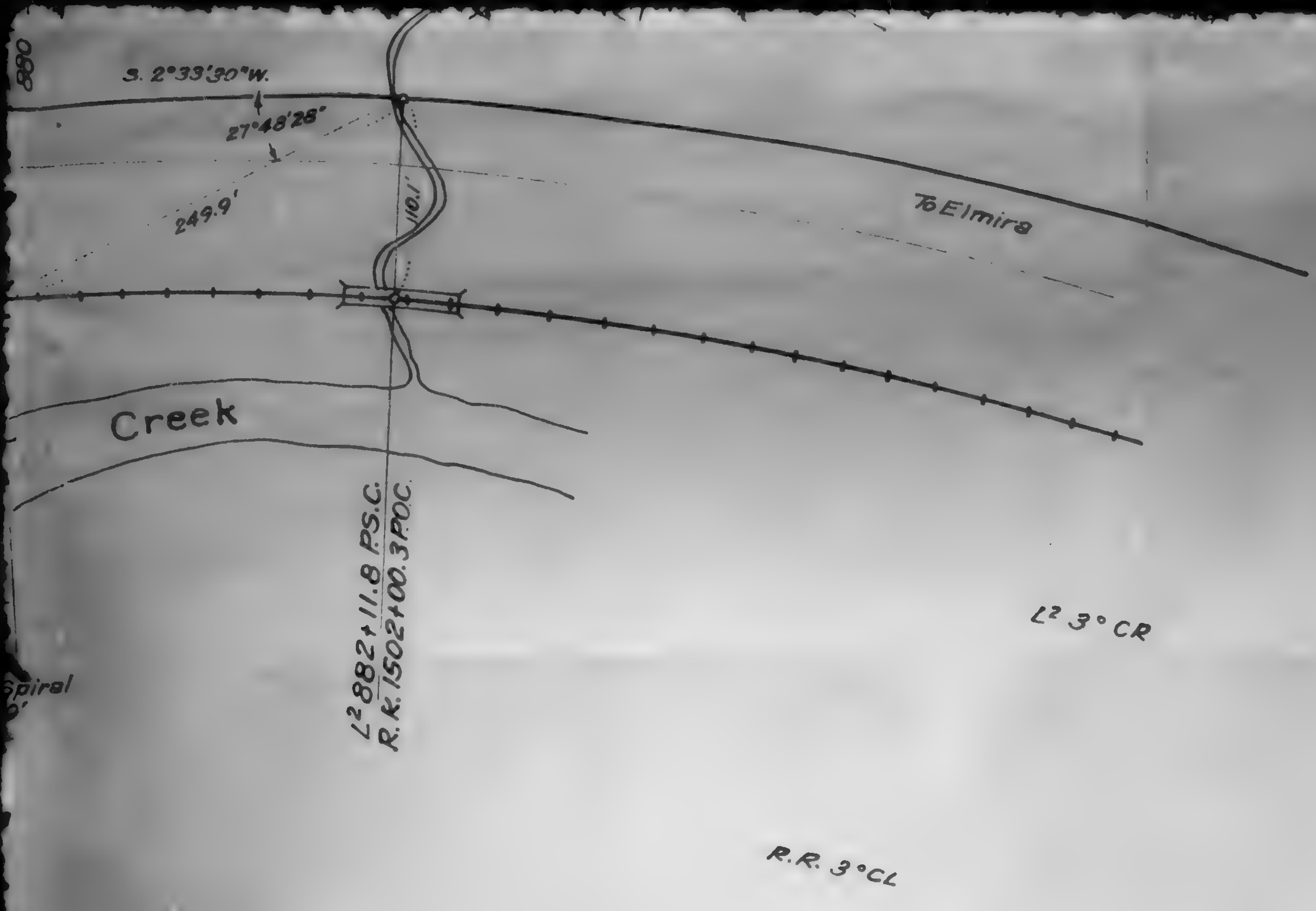
820
SP R/W
6°00' CL.
SP R/W
①
4°00' CR.
To Eugene
Line
To Globe Lbr. Co.

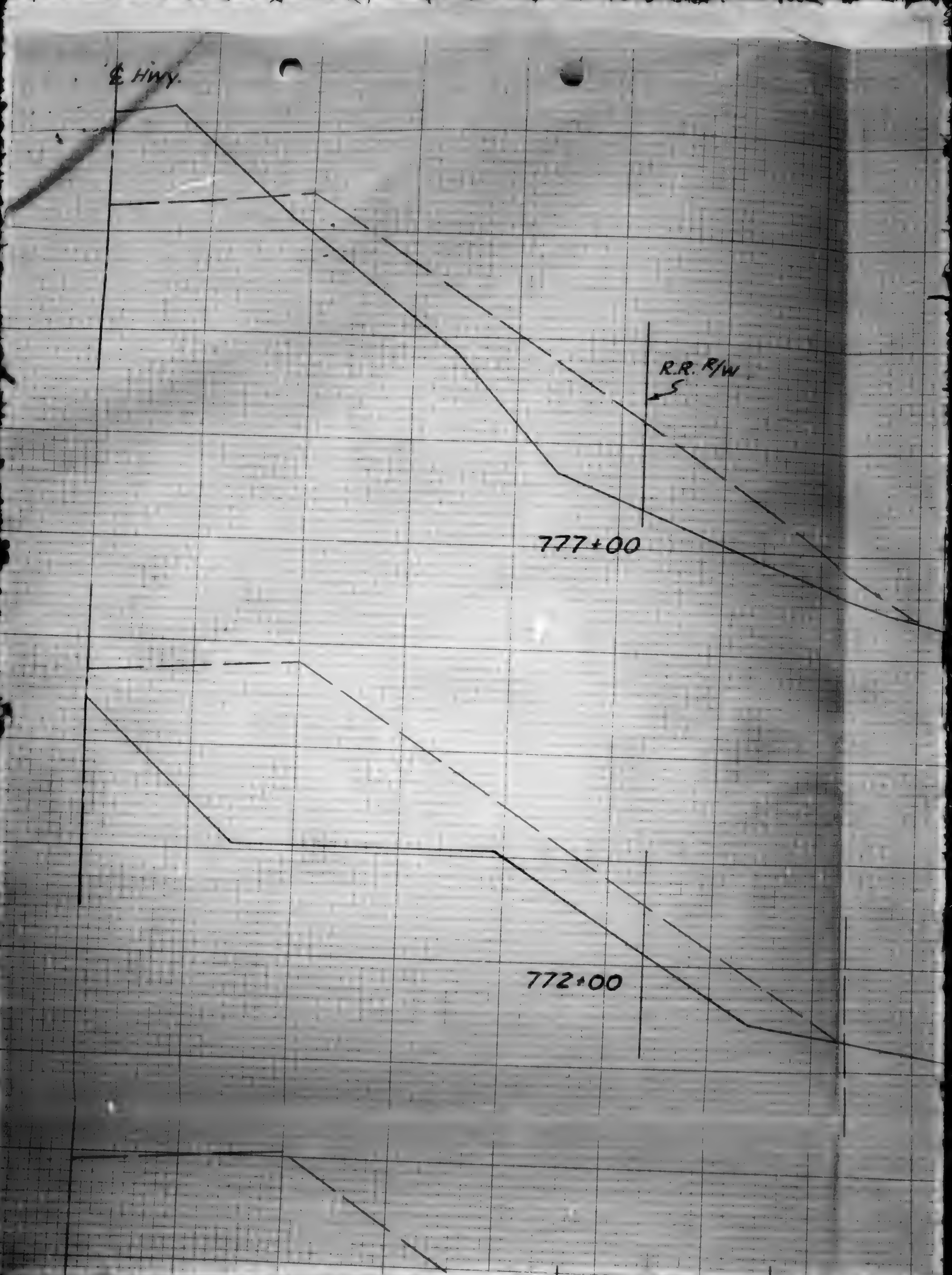


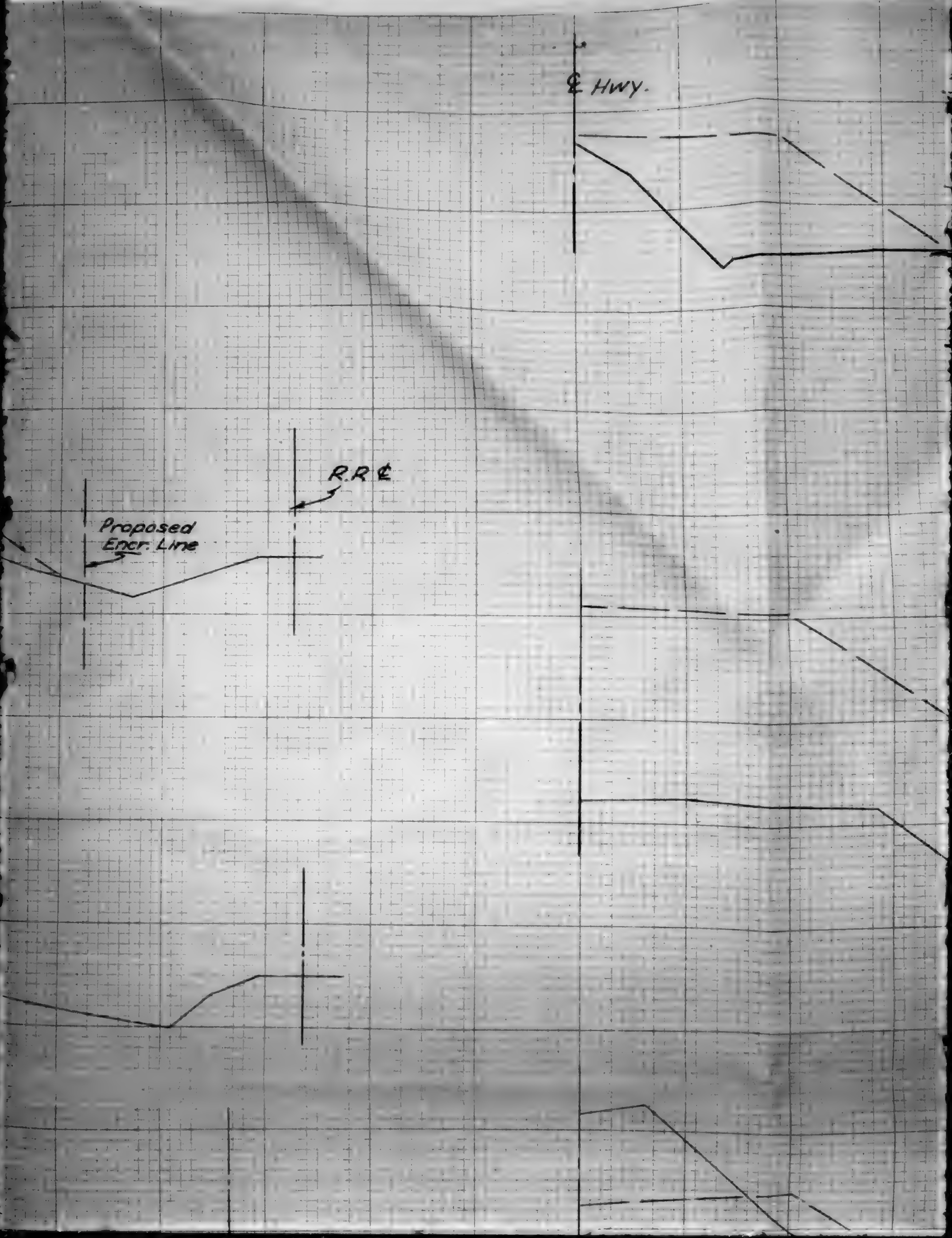
12
13

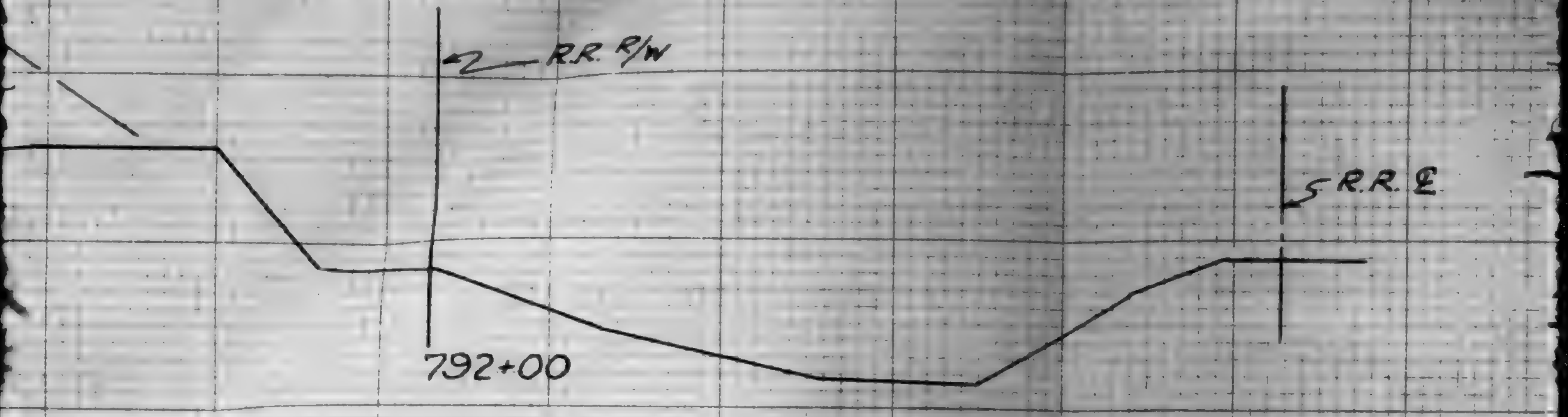

6
R.R. 6° CR
Ta = 41°24'30"
(41°32'20 Calc.)
R.R. 1516+78.9 C.C.
R.R. 1513+18.8 C.C.
Slop
R.R

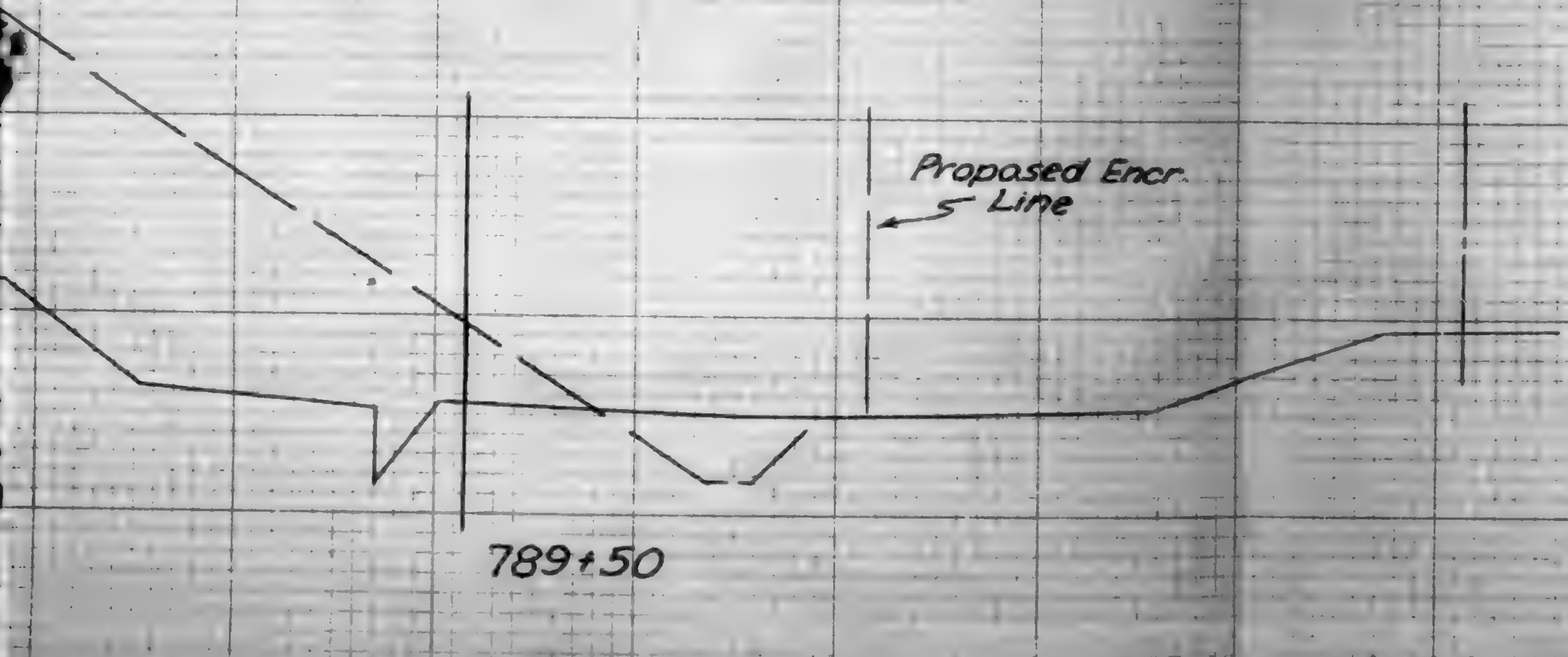

R.R. 1509+
875
L²
L²
N. 7°07'30"W.
880
OLD CHANNEL
Random Fill
to Elev. 367.0
Slope Line
19.8
(H)
75'
30'
R.R. R/W
Encroachment Line
S. 7°24'E. (Grid)
℄ S.P.R.R.Co.
1510+10
1505+80
R.R. 1507+52.4 E.C.
R.R. 1504+22.4 C.C.
(EXIST. CHANNEL ESTABLISHED BY SP.R.R.)
L² 500 Spiral
S = 7°30'
a = 0.6
Wildcat

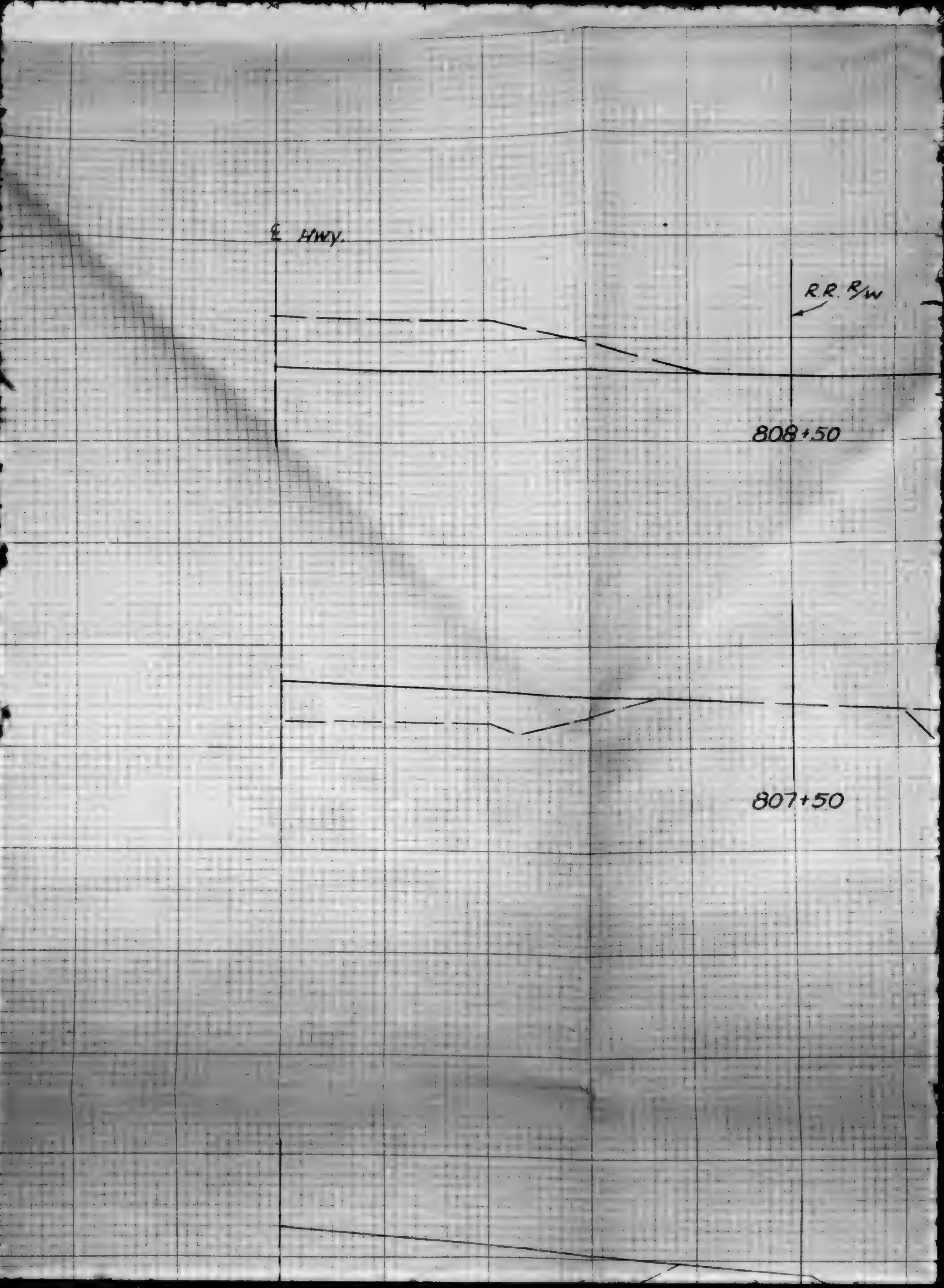

880
S. 2°33'30"W.
27°48'28"
249.9'
110.1'
To Elmira
Creek
L² 882+11.8 P.S.C.
R.R. 1502+00.3 P.O.C.
Spiral
L² 3° CR
R.R. 3° CL

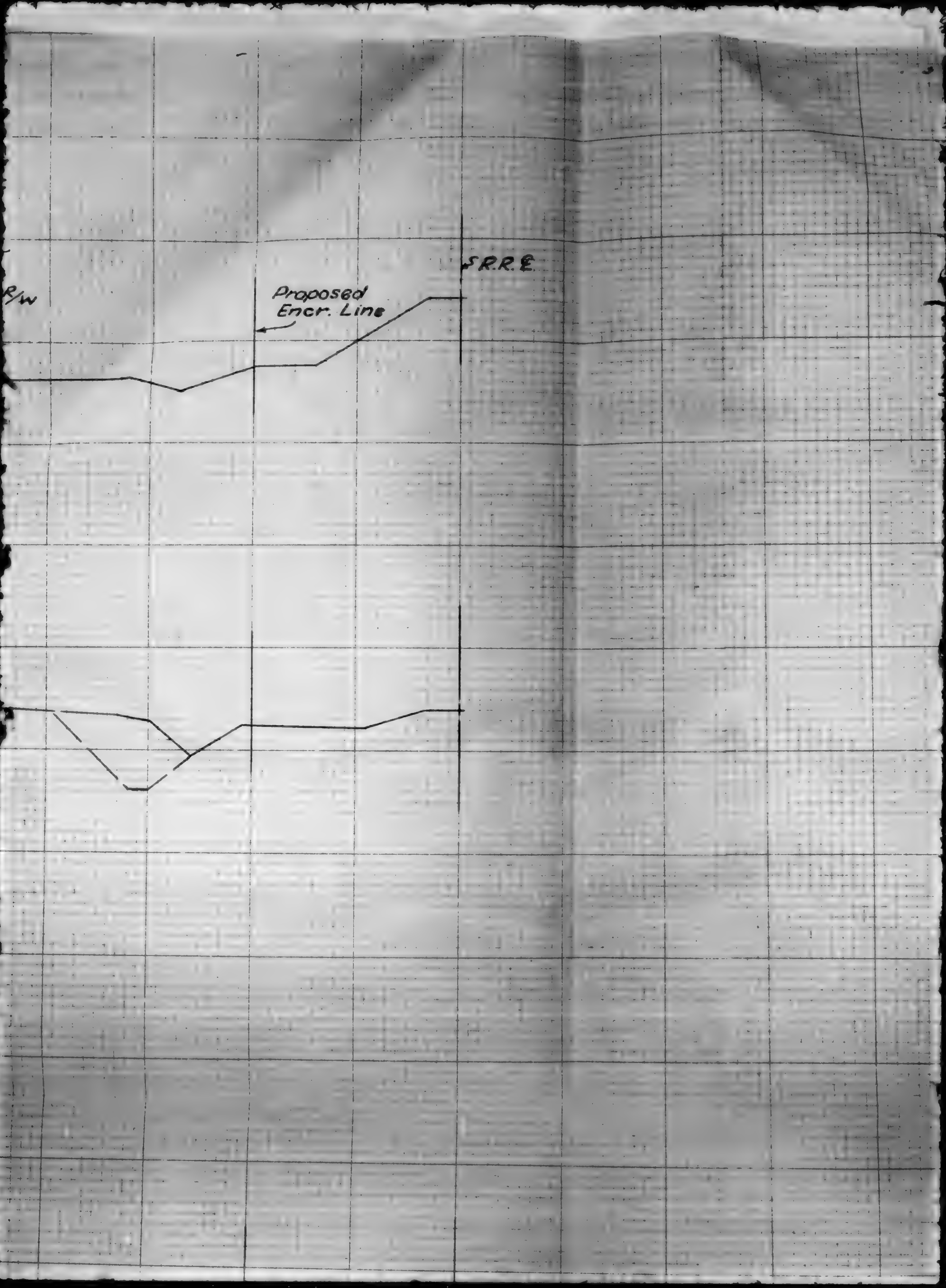

℄ Hwy.
R.R. R/W
777+00
772+00

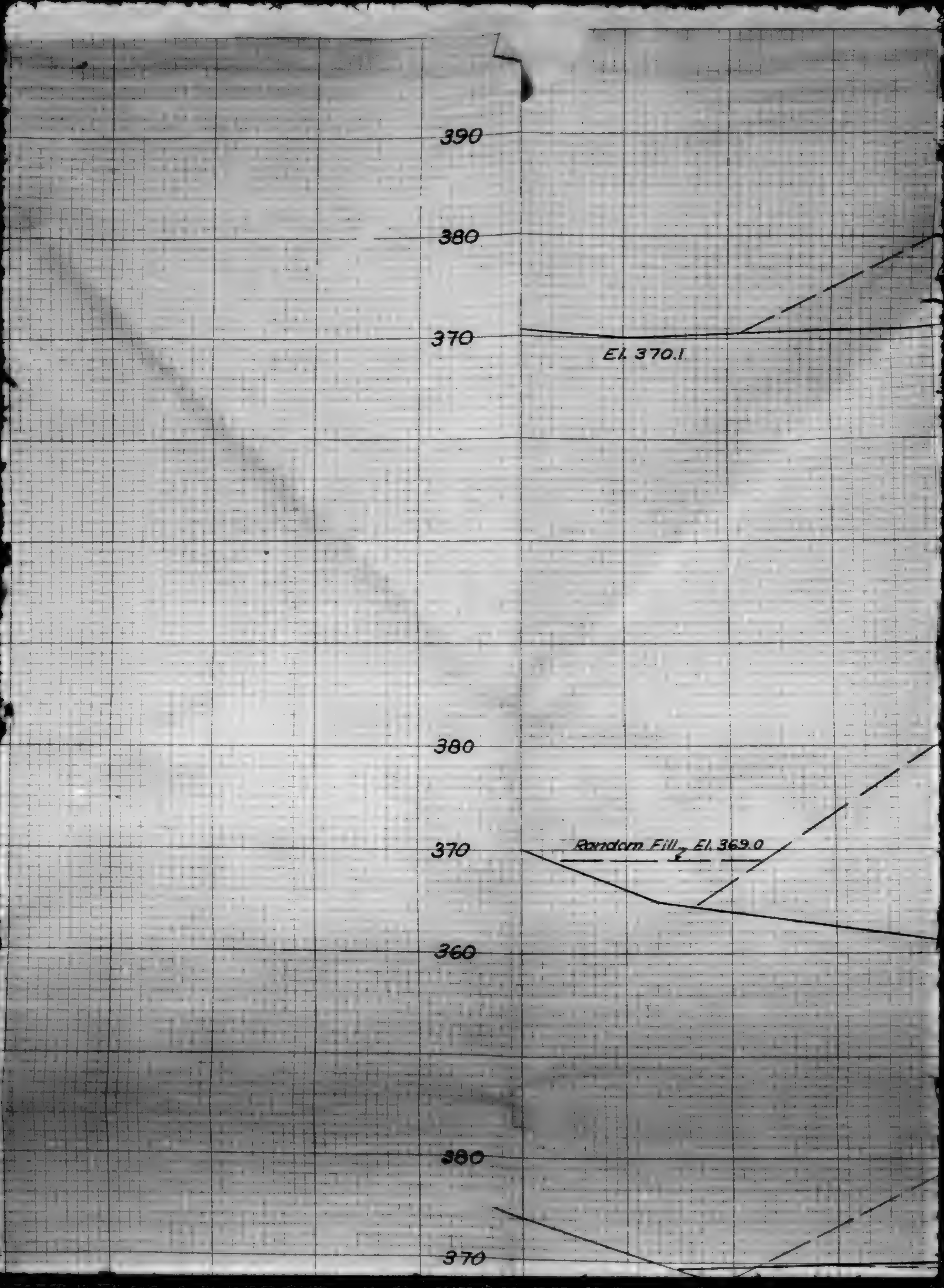

℄ Hwy.
R.R.℄
Proposed Encr. Line

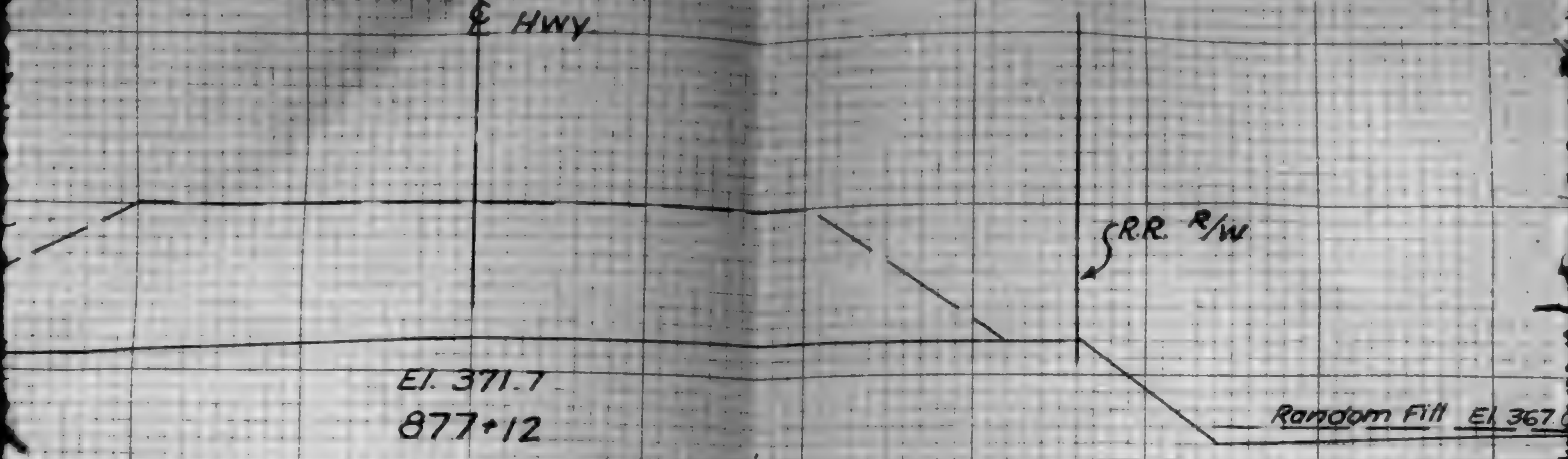

R.R. R/W
R.R. ℄
792+00


Proposed Encr. Line
789+50

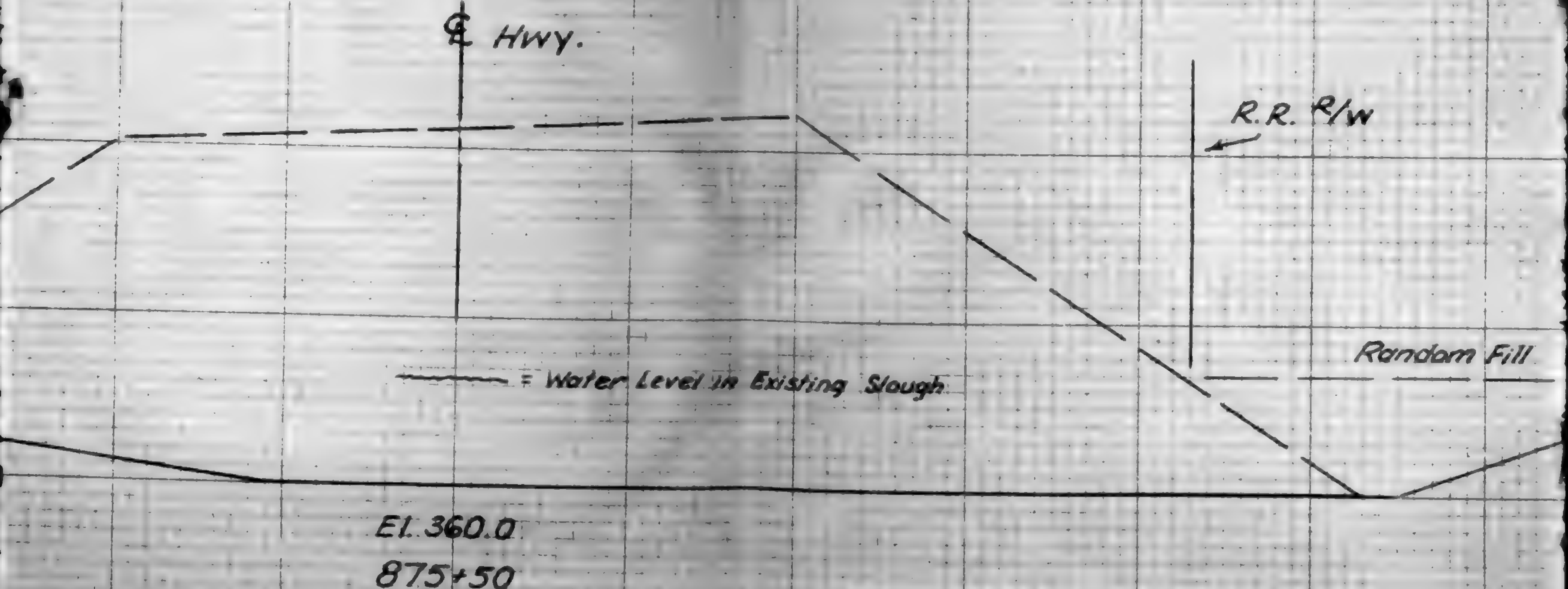

℄ Hwy.
R.R. R/W
808+50
807+50


R/W
Proposed Encr. Line
S.R.R. ℄

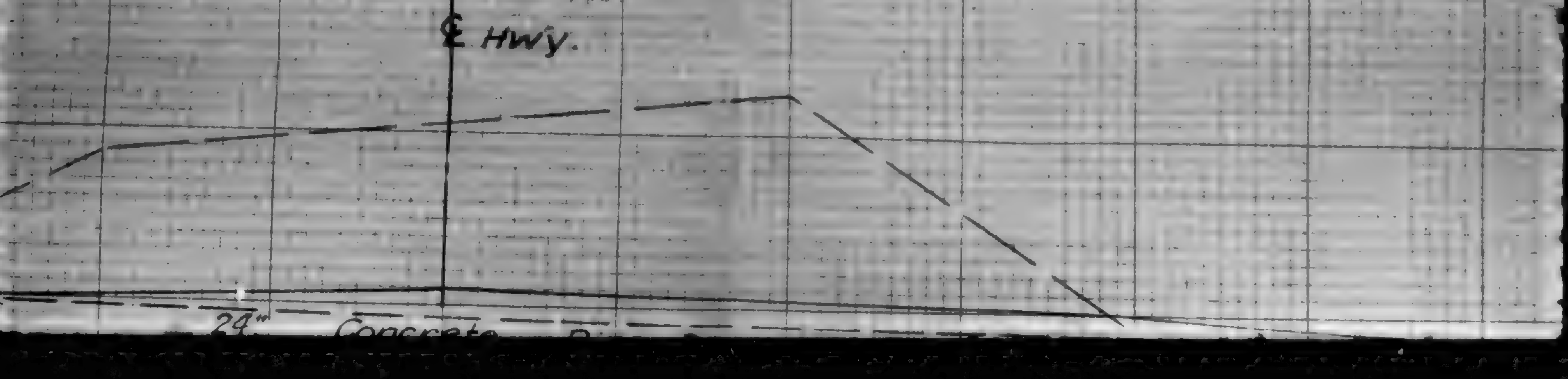

El. 370.1
Random Fill
El. 369.0



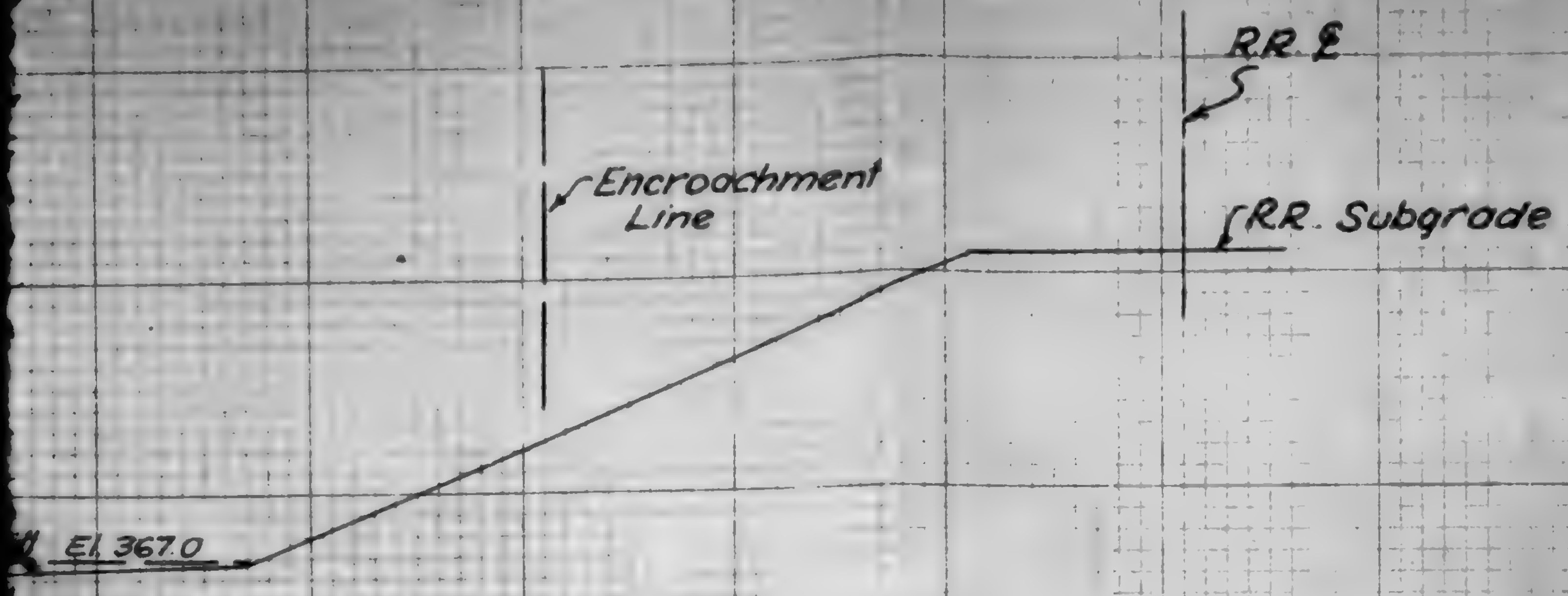
℄ Hwy.
R.R. R/W
Random Fill El. 367
El. 371.7
877+12

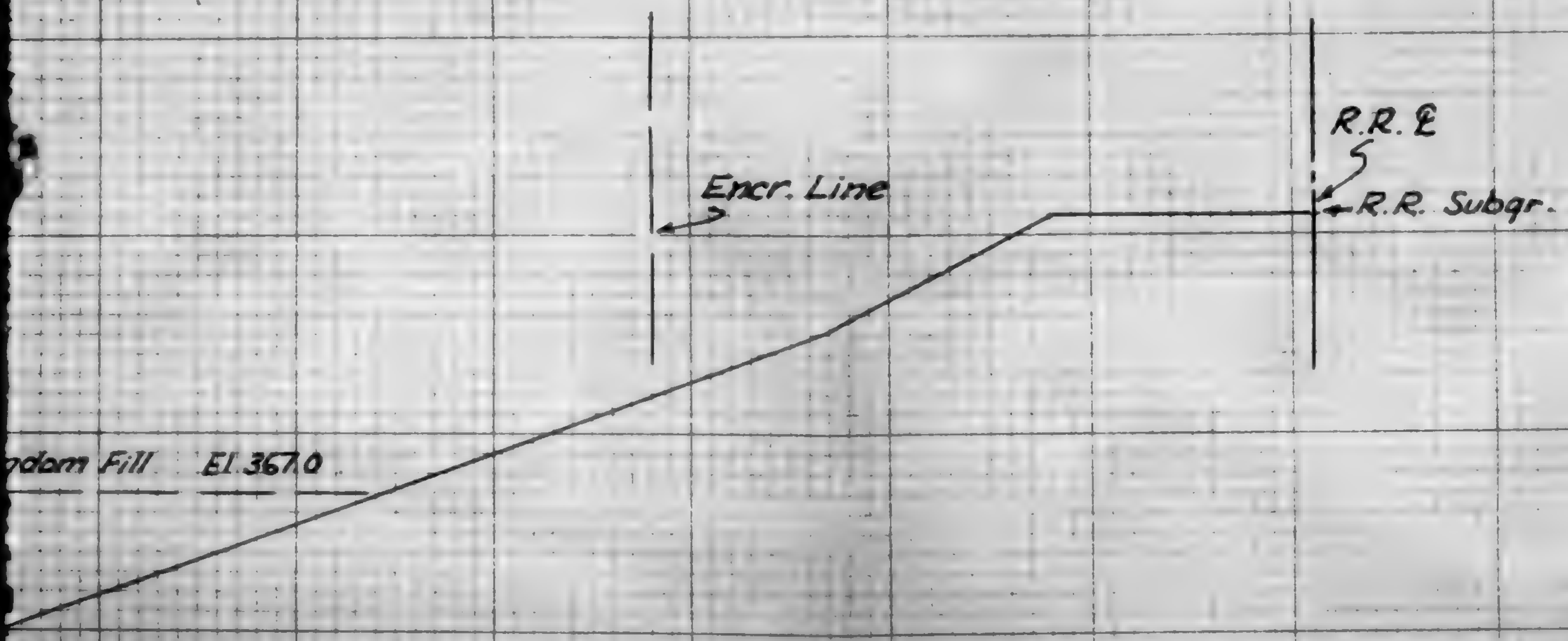


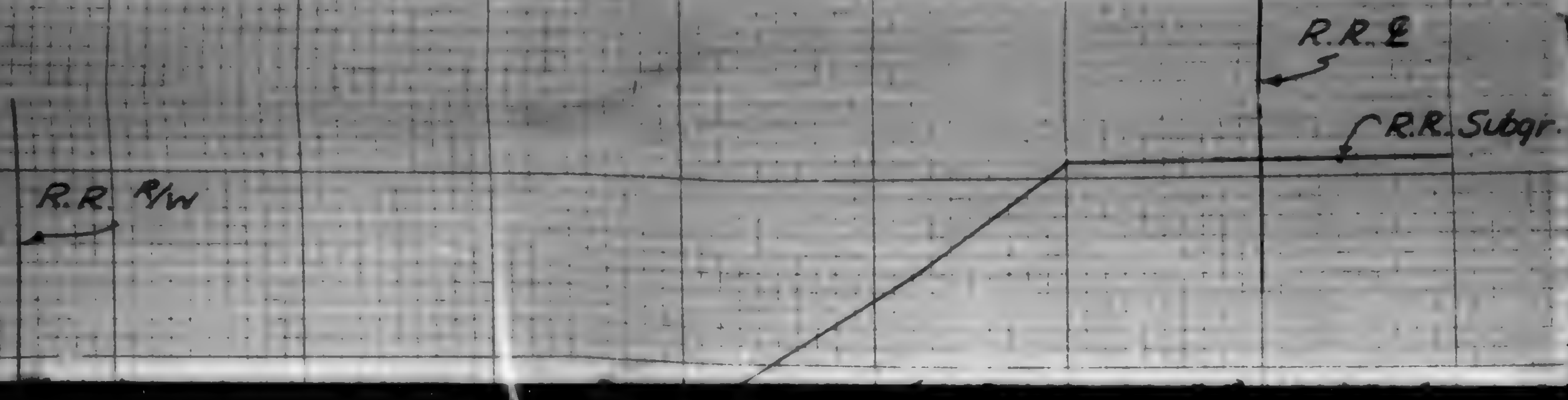
℄ Hwy.
R.R. R/W
Random Fill
= Water Level in Existing Slough
El. 360.0
875+50

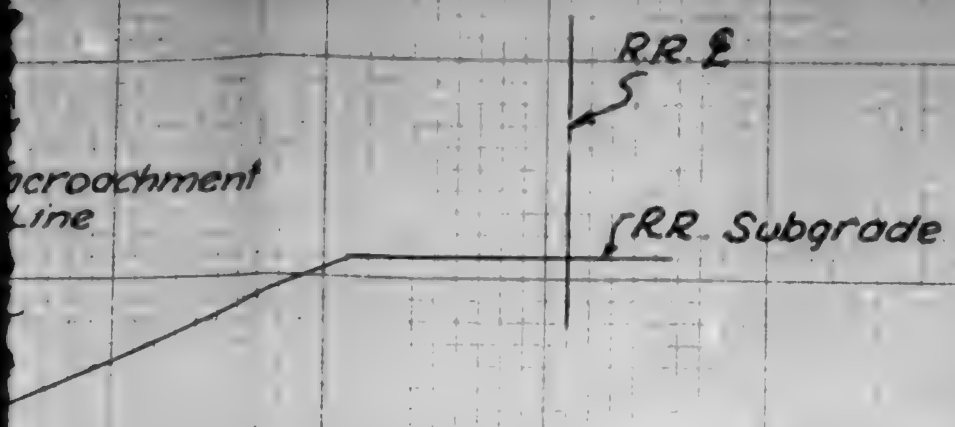


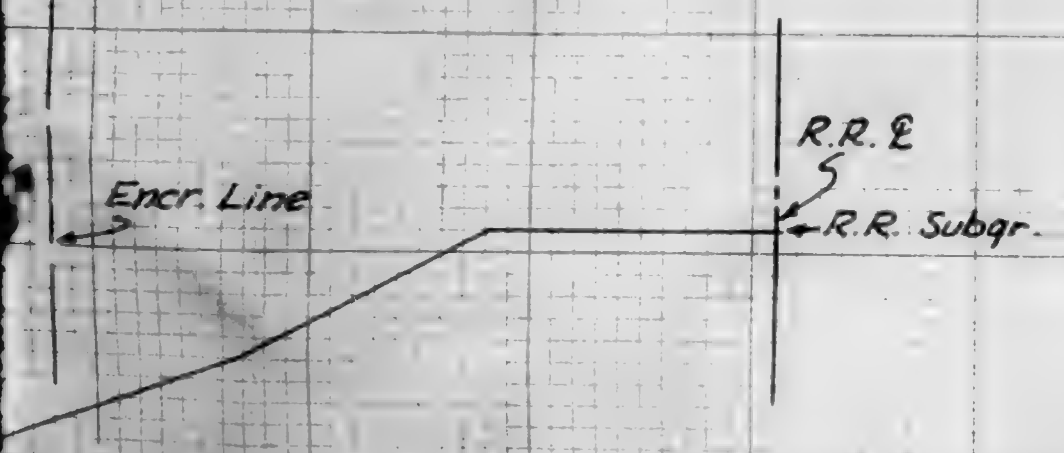
℄ Hwy.
24"
Concrete

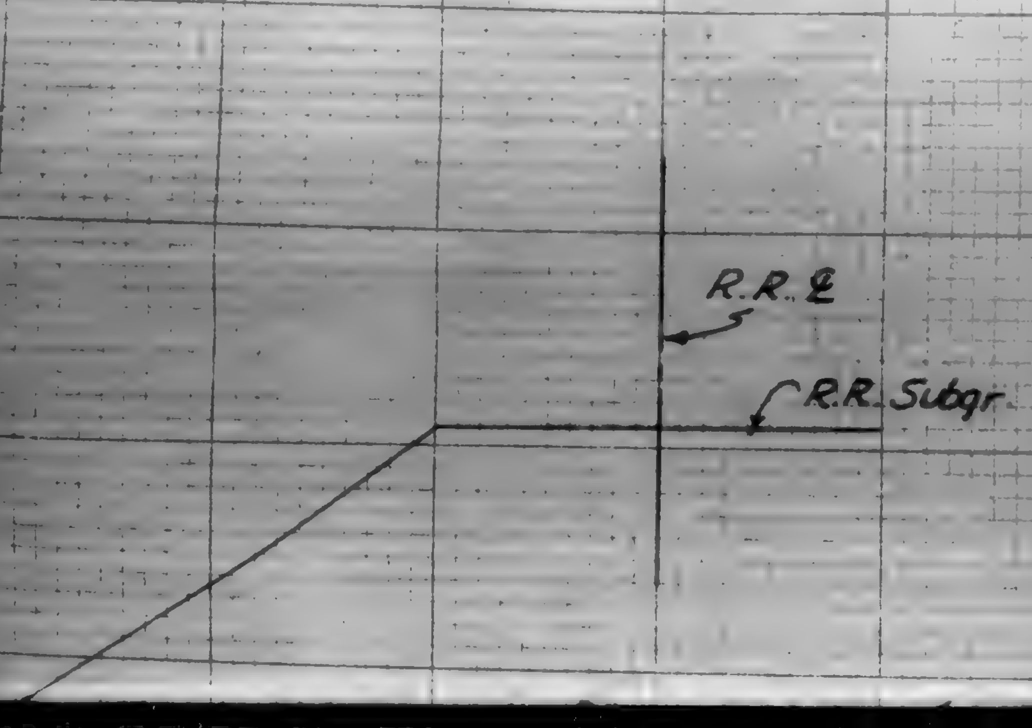

R.R. ℄
Encroachment Line
R.R. Subgrade
ll El. 367.0

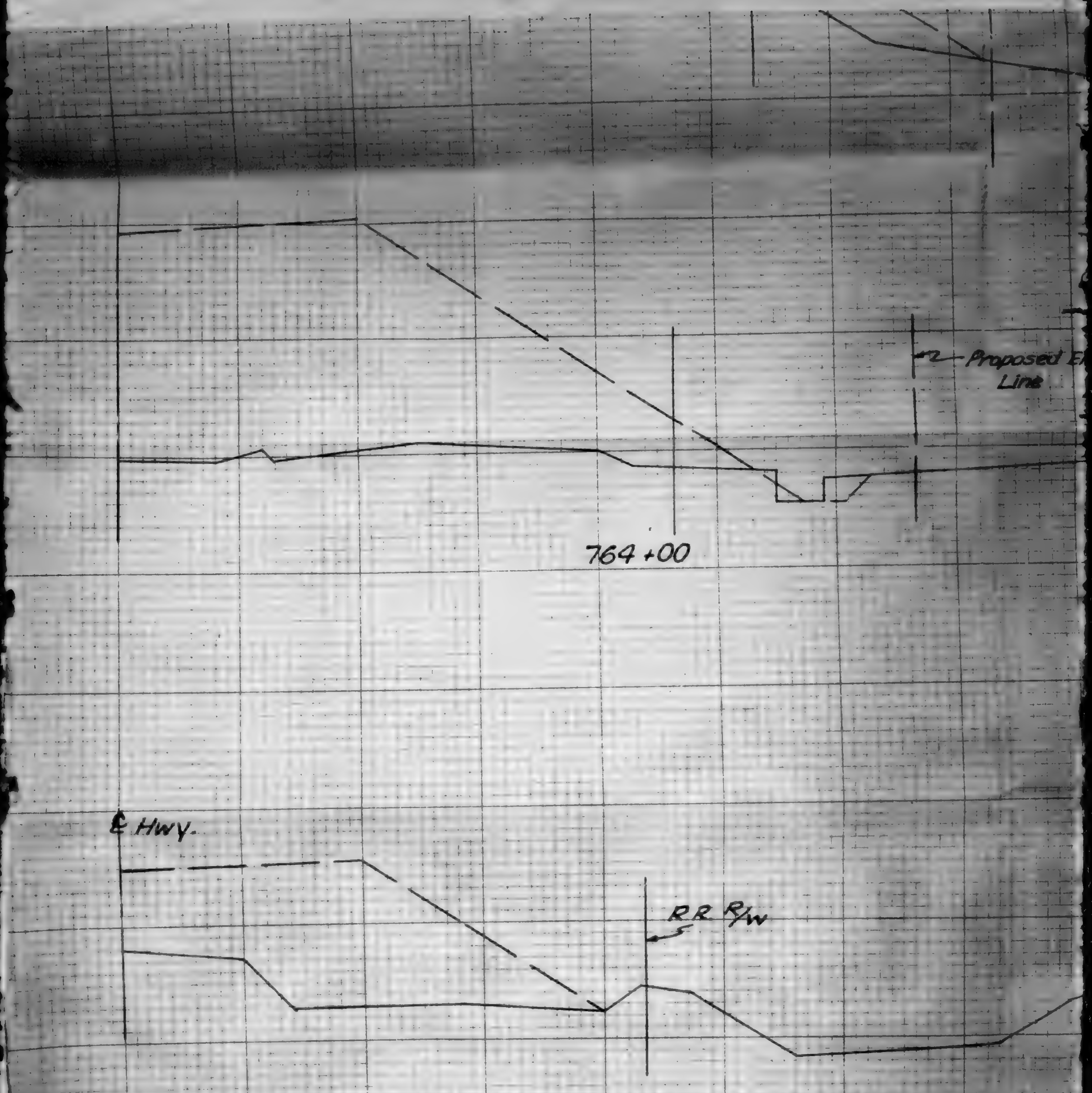

R.R. ℄
Encr. Line
R.R. Subgr.
ndom Fill El. 367.0


R.R. ℄
R.R. Subgr.
R.R. R/W

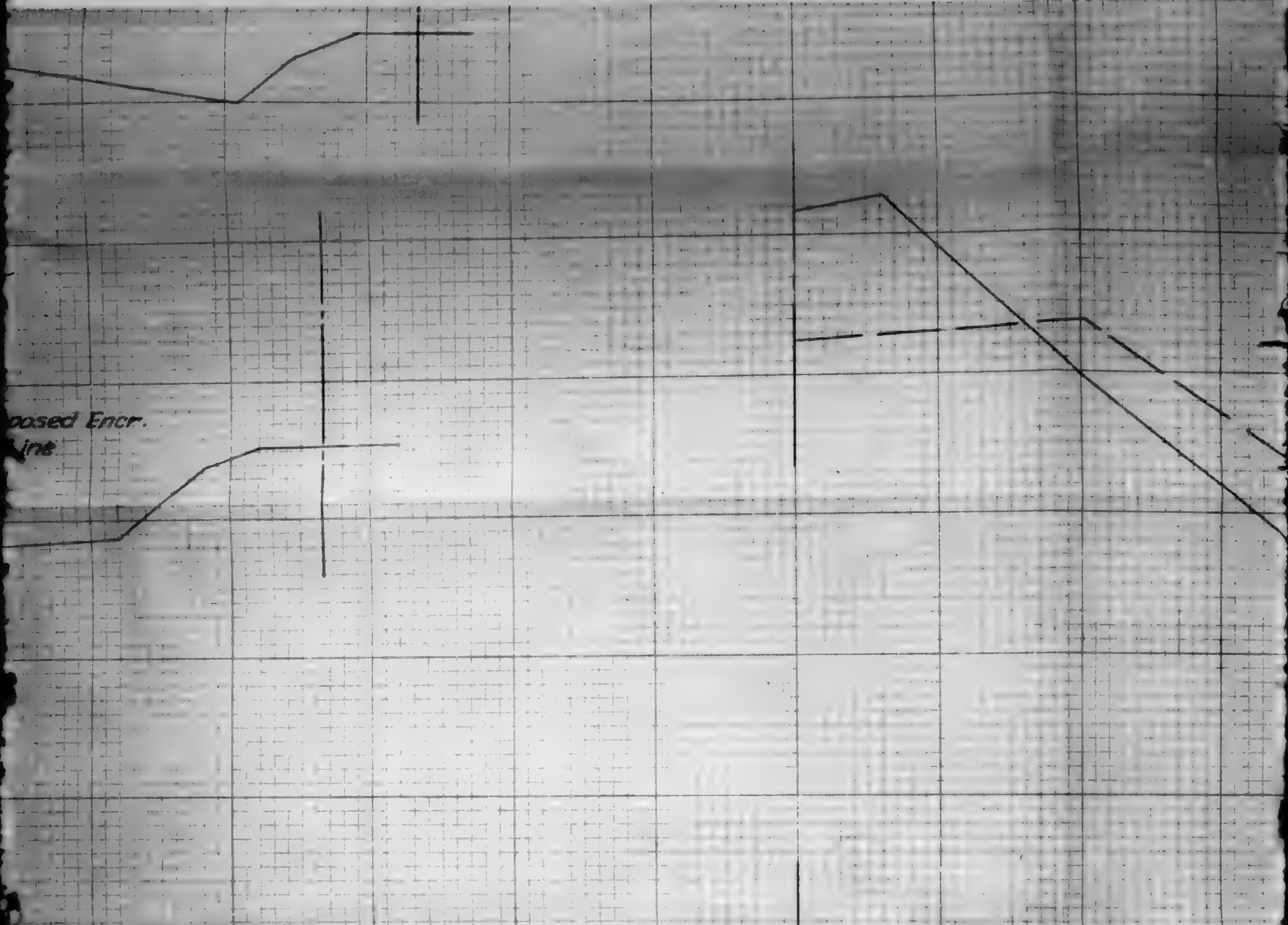

ncroachment
Line
R.R. ℄
R.R. Subgrade


Encr. Line
R.R. ℄
R.R. Subgr.

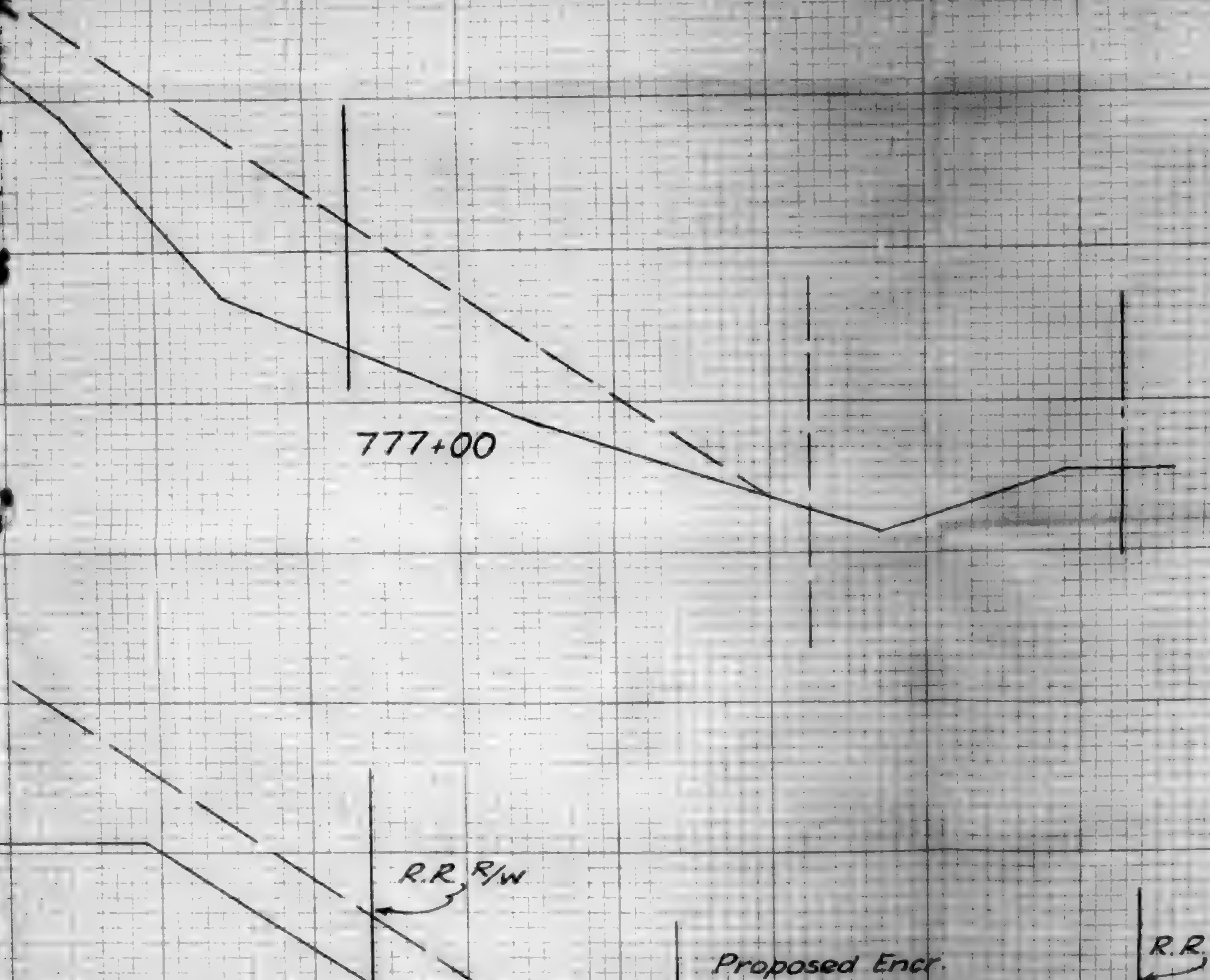

R.R. ℄
R.R. Subgr.


Proposed El
Line
764+00
℄ Hwy.
RR R/W
762+00

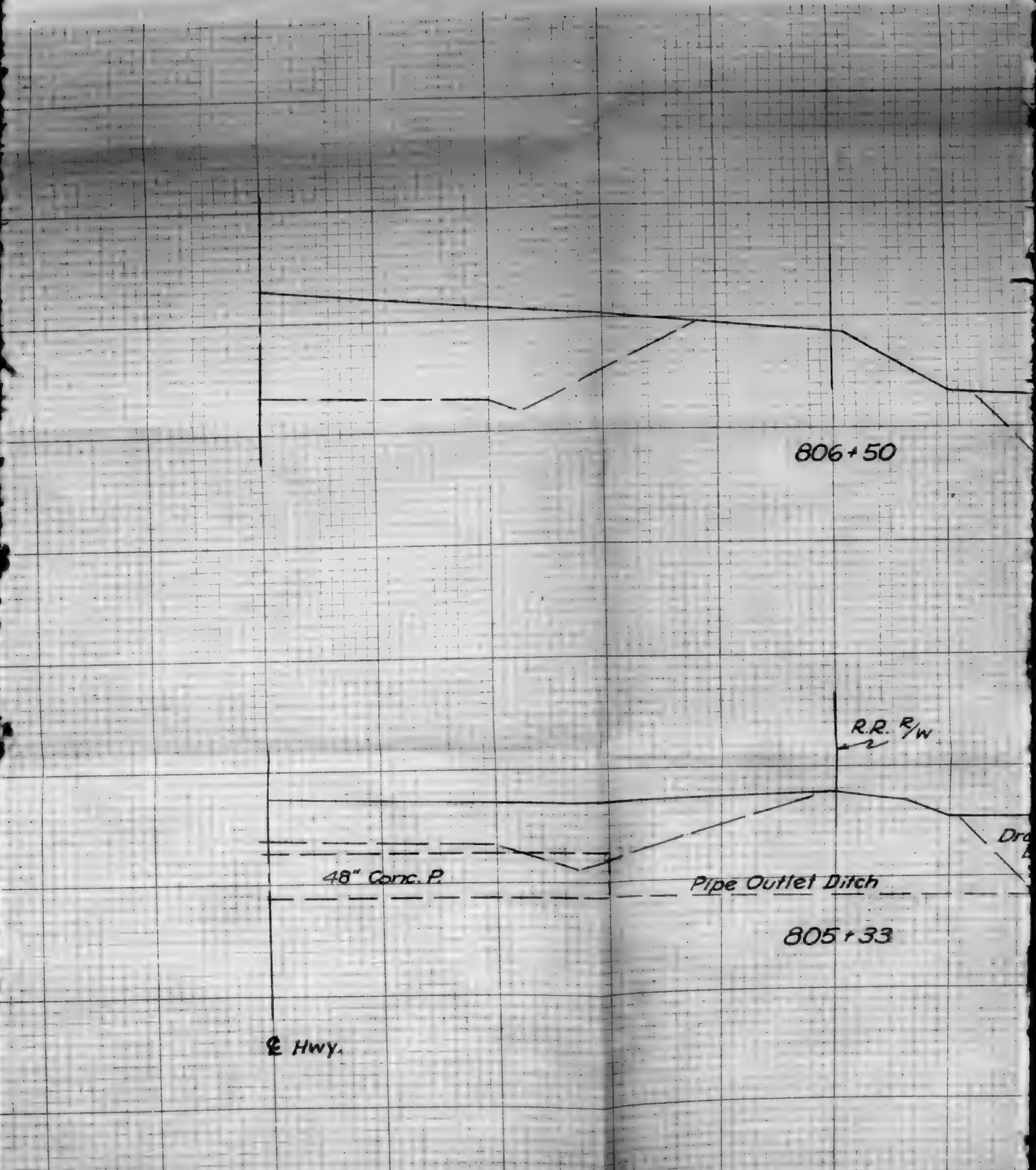
K+E STANDARD CROSS SECTION
10X10 TO THE INCH


posed Encr.
Line
R.R. ℄
℄ Hwy.

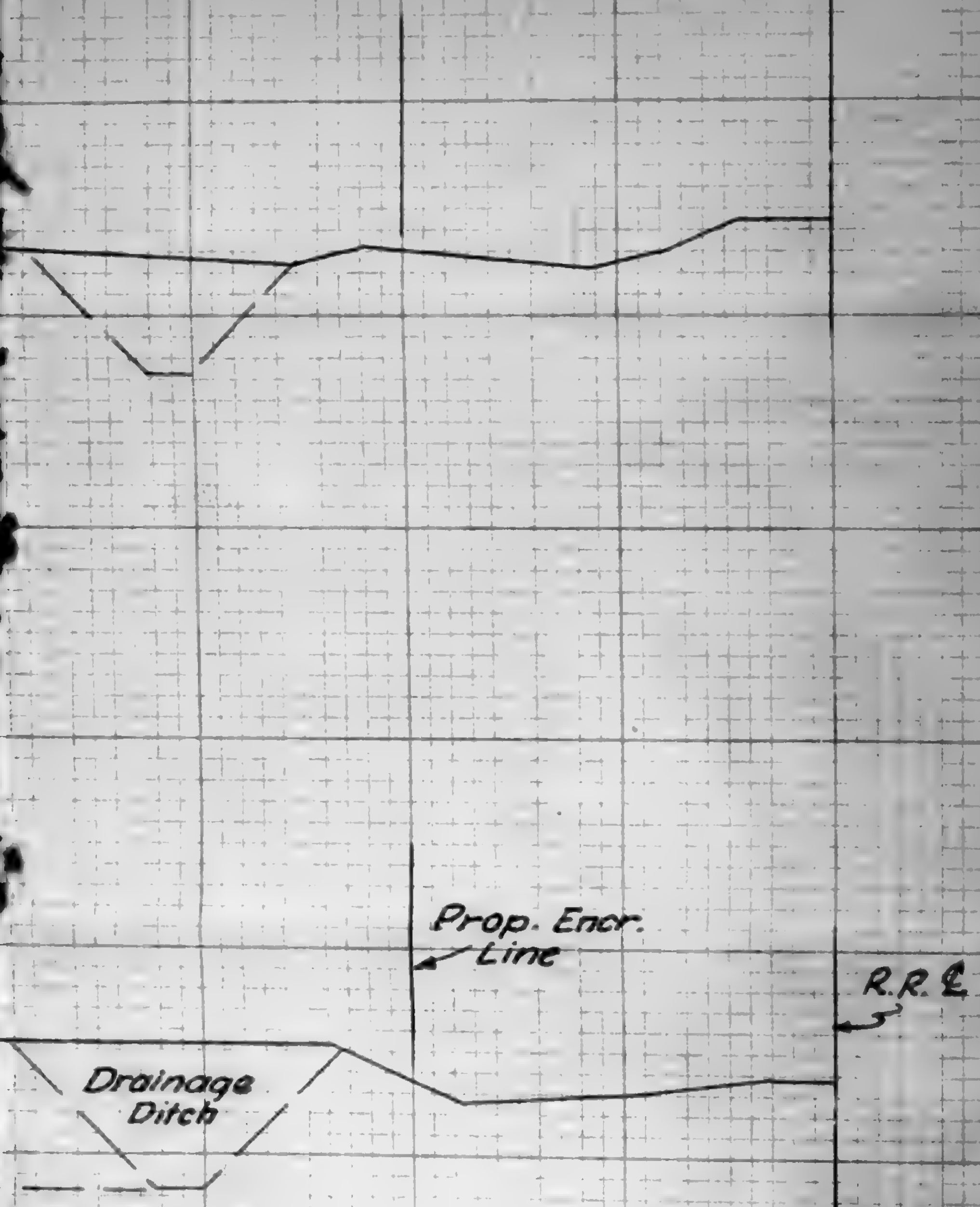
KEUFFEL & ESSER CO.
MADE IN U.S.A.

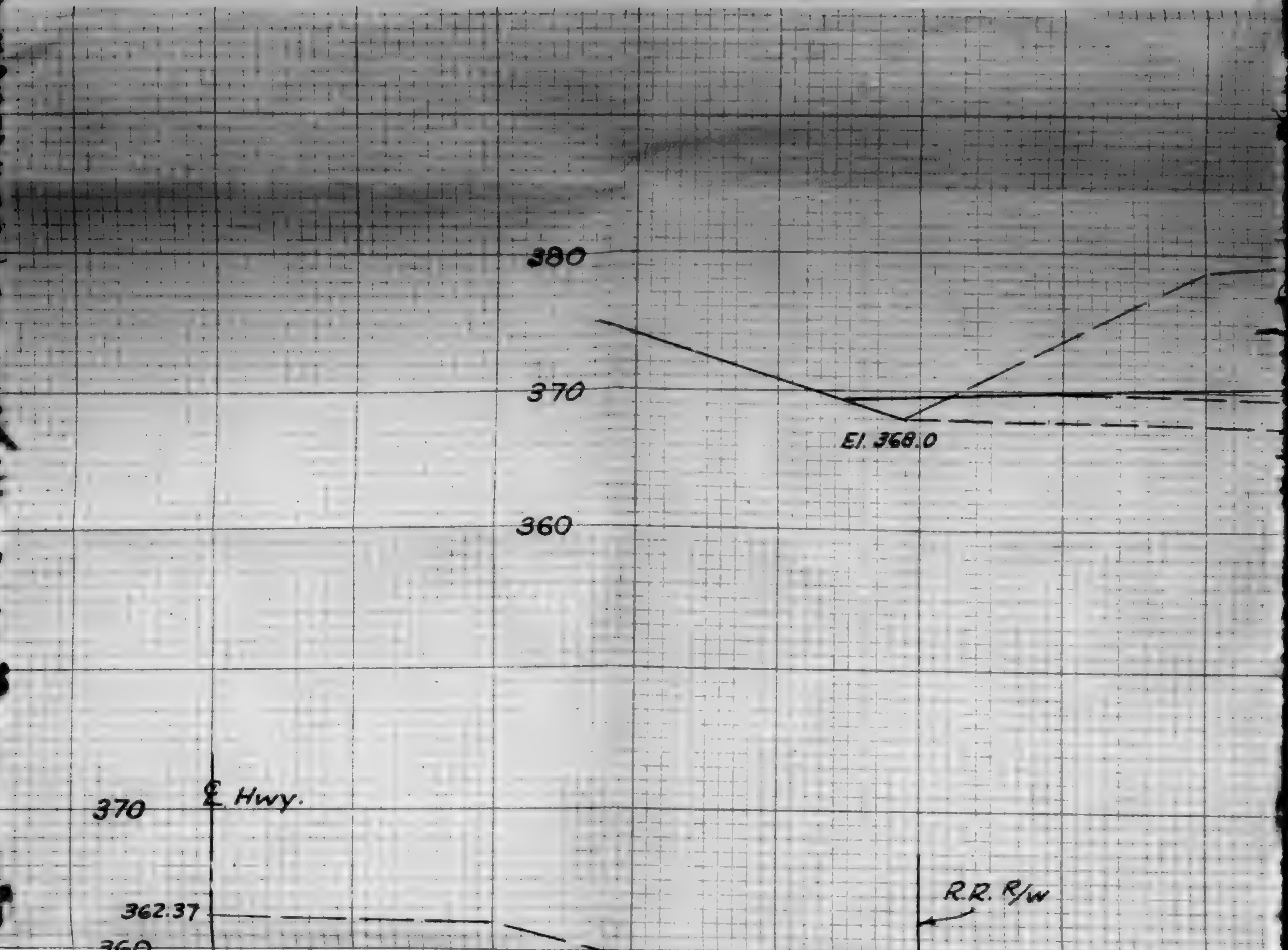

777+00
R.R. R/W
Proposed Encr. Line
R.R. ℄
772+00

K&E STANDARD ● CROSS SECTION

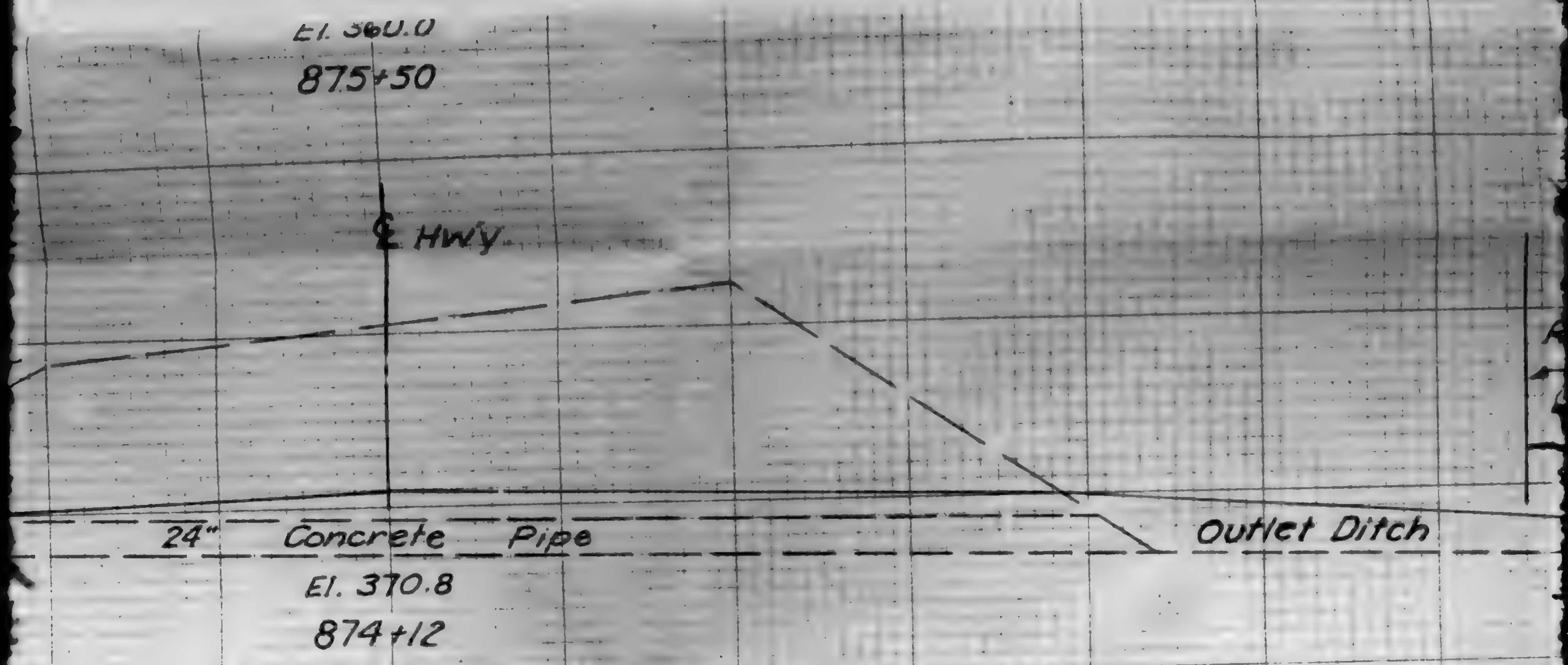

806+50
R.R. R/W
Dr
48" Conc. P.
Pipe Outlet Ditch
805+33
℄ Hwy.

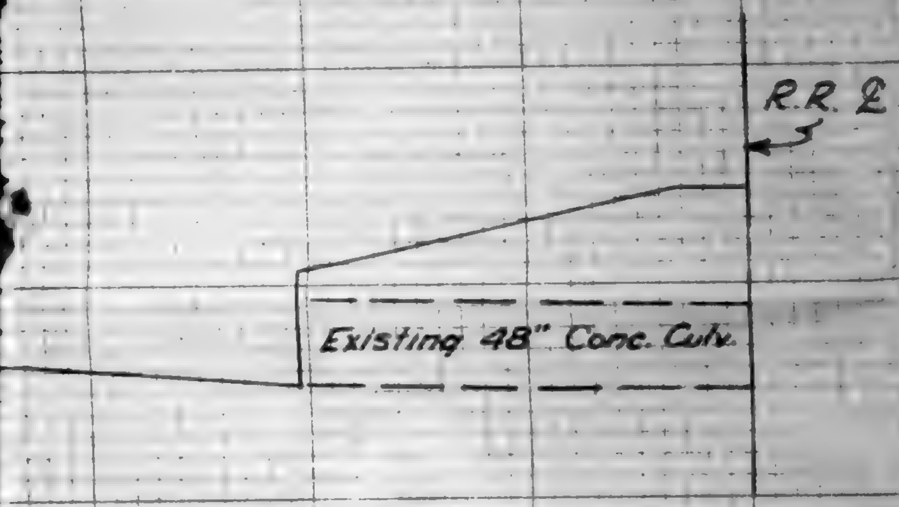
KEUFFEL & ESSER CO.
MADE IN U.S.A.


Prop. Encr. Line
R.R. ℄
Drainage Ditch

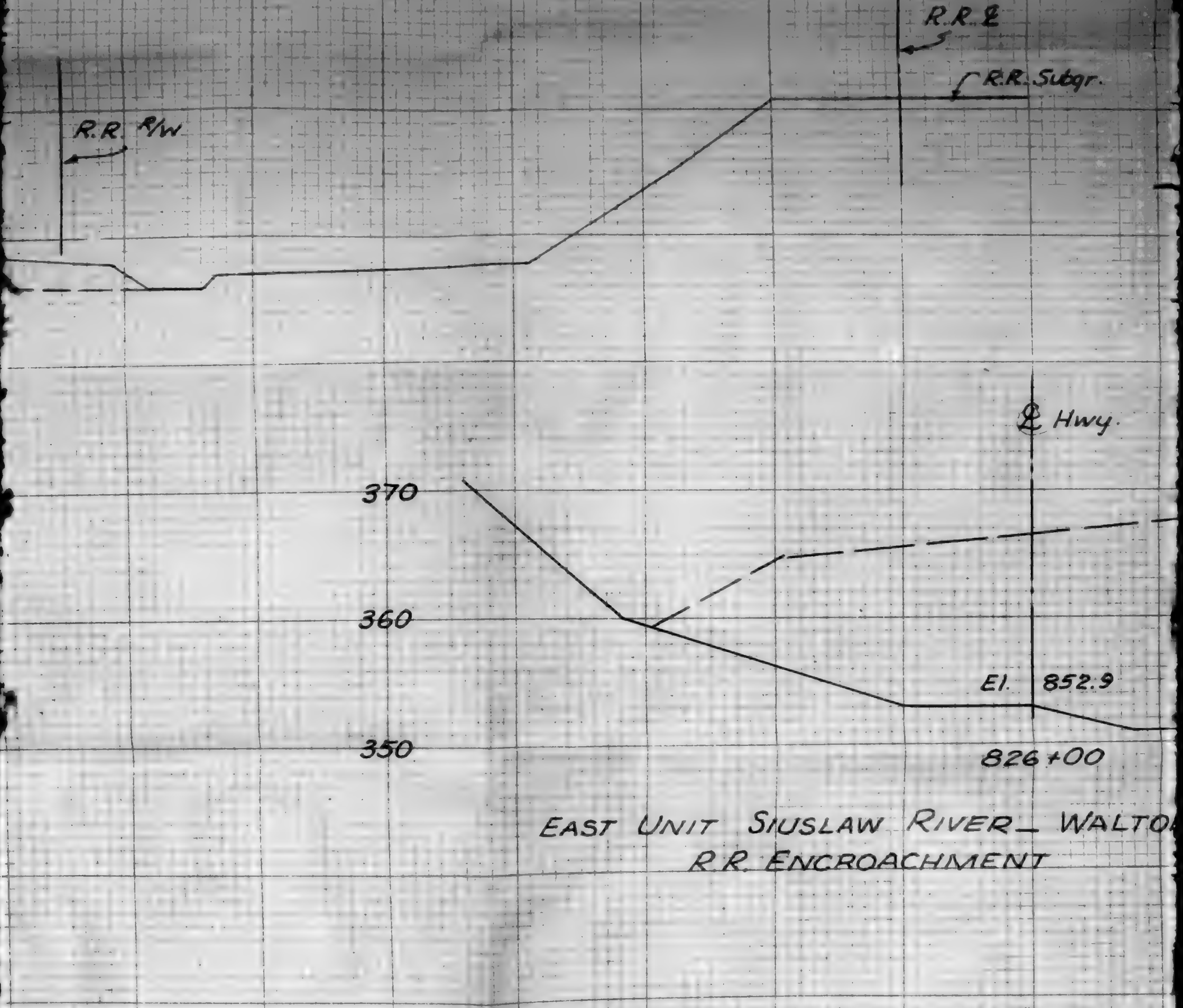

380
370
El. 368.0
360
370
℄ Hwy.
362.37
360
R.R. R/w
350
809+33

KEUFFEL & ESSER CO.
MADE IN U.S.A.


El. 360.0
875+50
℄ Hwy
24" Concrete Pipe
Outlet Ditch
El. 370.8
874+12

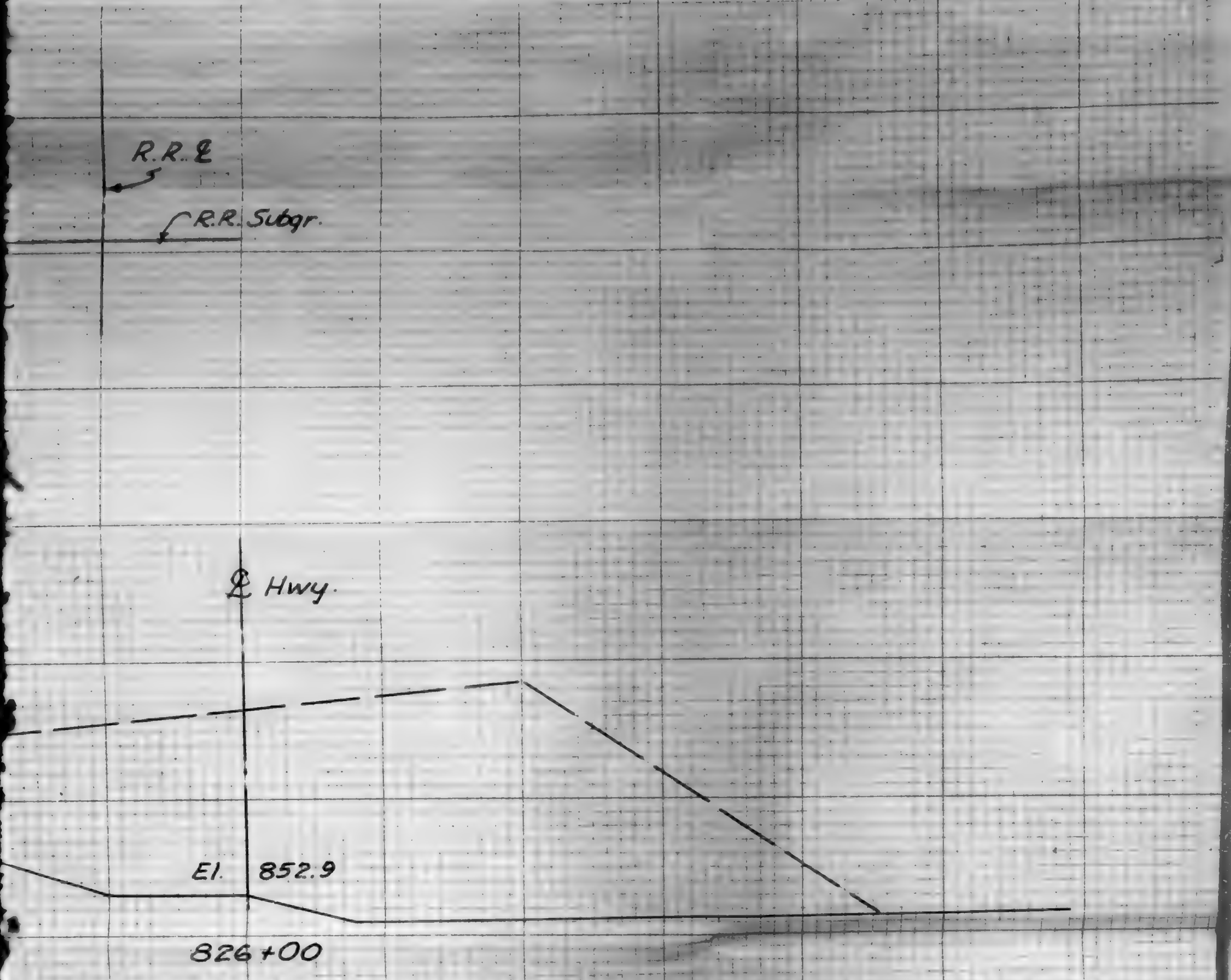

R.R. ℄
Existing 48" Conc. Culv.

K+E STANDARD ● CROSS SECTION
10X10 TO THE INCH


R.R. ℄
R.R. Subgr.
R.R. R/W.
℄ Hwy.
370
360
350
El. 852.9
826+00

EAST UNIT SIUSLAW RIVER — WALTO
R.R. ENCROACHMENT

KEUFFEL & ESSER CO.
MADE IN U.S.A.


R.R. ℄
R.R. Subgr.
℄ Hwy.
El. 852.9
826+00

SLAW RIVER – WALTON
NCROACHMENT

File with 8B-22-19

K&E STANDARD ● CROSS SECTION
10X10 TO THE INCH

RECEIVED
APR 17 1961
FOR FILING
[illegible]
[illegible]

Salem, Oregon
April 14, 1961

Mr. Walter T. Wright

Under date of April 12, I sent you a copy of my letter to Mr. Morelock concerning private railroad grade crossings on the East Unit of the Siuslaw-Walton Section of the Richardson-Eugene Highway in Lane County.

I now have a map showing an additional crossing in this same class, making three crossings on the section. I attach the map hereto, as I presume your office will negotiate with the property owner for any damages.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. J. E. Morelock

RECEIVED
[illegible] 1961

FOR FILING

[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
April 13, 1961

SUBJECT: Private Road Railroad Crossing
E. Unit, Siuslaw River-Walton
Richardson-Eugene Highway
Lake County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

For your information enclosed -- one (1) railroad grade crossing on the above mentioned project. This is an additional vicinity map of a private road--railroad grade crossing which falls in the same categorgy as the previous private road crossings discussed earlier.

(2) Print, map and profile, Station 796+00.

Tom Edwards
Construction Engineer

By

Ben Gifford

A. D. Olson
Asst. Chief Locating Engineer

BG:jk
Enclosure
cc: J. E. Morelock

RECEIVED
APR 13 1961
FOR FILING

Salem, Oregon
April 12, 1961

Mr. J. E. Morelock

Mr. Olson today furnished me with prints showing the moving of two private railroad crossings on the East Unit of the Siuslaw-Walton Section of the Richardson-Eugene Highway in Lane County. I have discussed the matter with the Southern Pacific Company, and they have indicated that they will give private crossing permits to the present users of the crossings subject to cancellation of the existing permits and the inclusion in the new permit of all the customary conditions for such private crossings. It will be up to us, however, to negotiate with the property owners who have the present crossing permits and obtain their approval of the move.

In order to get the new permits, the propery owner should make the application for the new crossing in his own name. I presume negotiations with these property owners are a right-of-way matter and will be handled by the Right of Way Department.

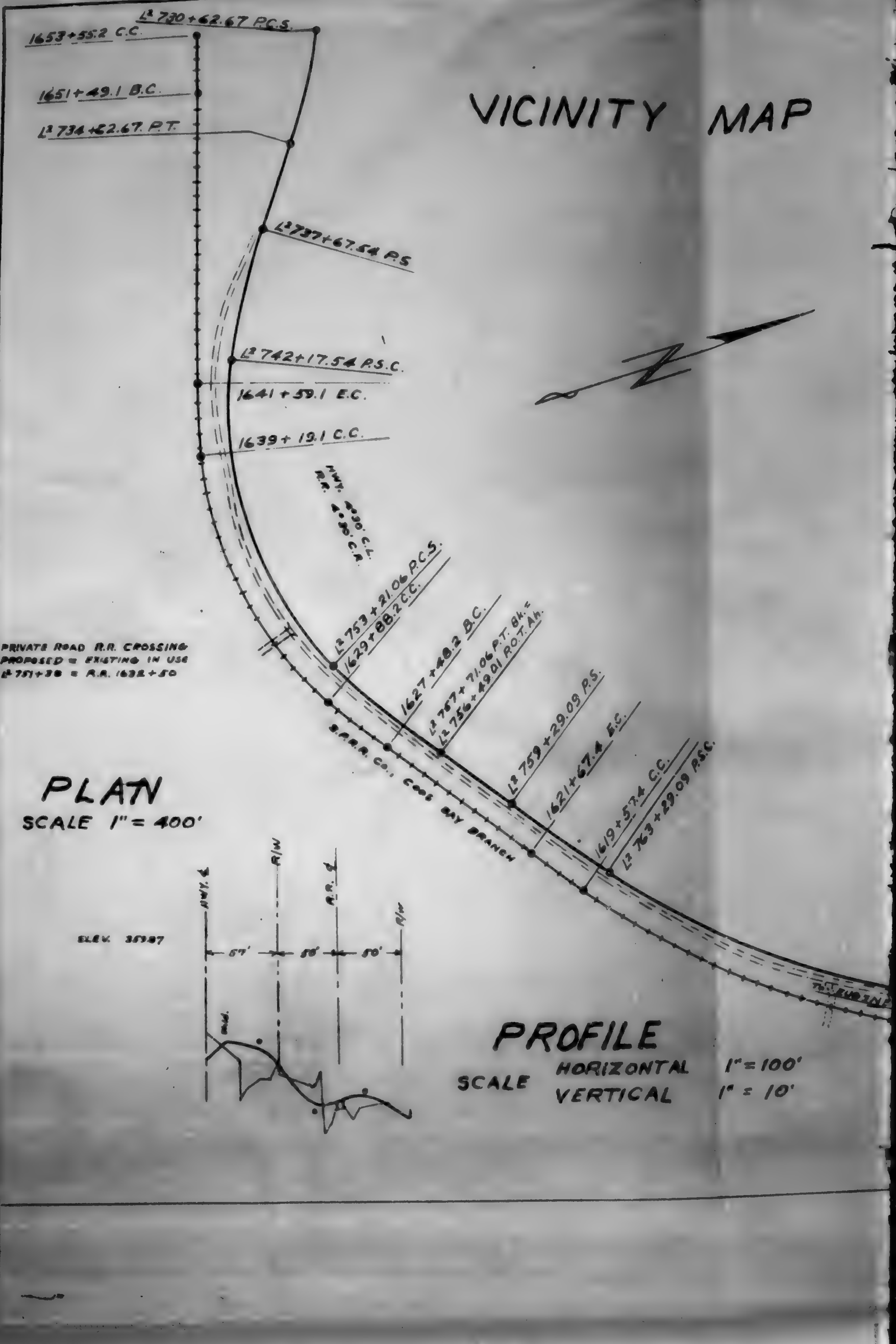
G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Walter T. Wright

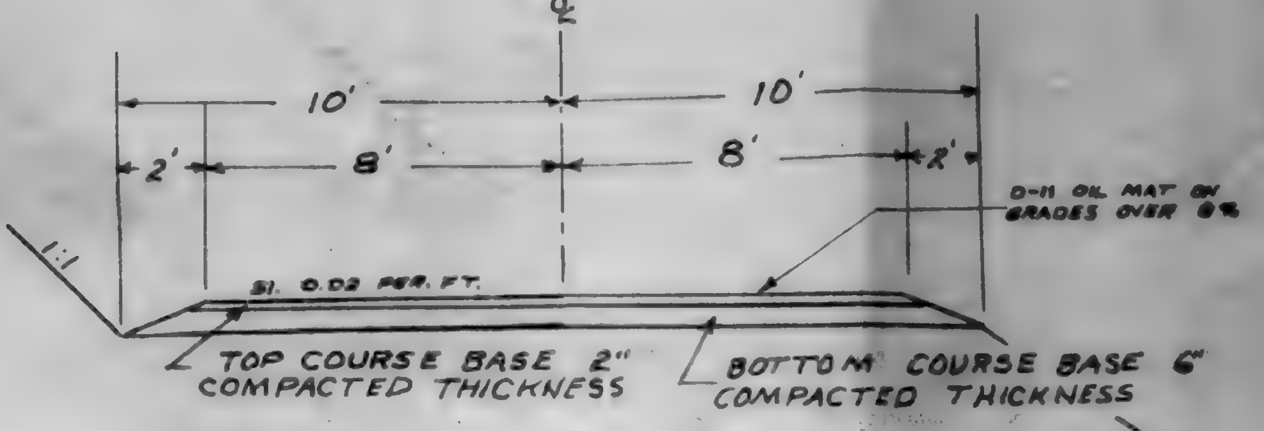
| | | |
|---|---|---|
| **FINAL SURVEY** | | BY | DATE |
| NOTE BOOK | SURVEYED | | |
| | PLOTTED | | |
| | TEMPLATE | | |
| NO. | AREAS | | |
| | AREAS CHECKED | | |

## VICINITY MAP

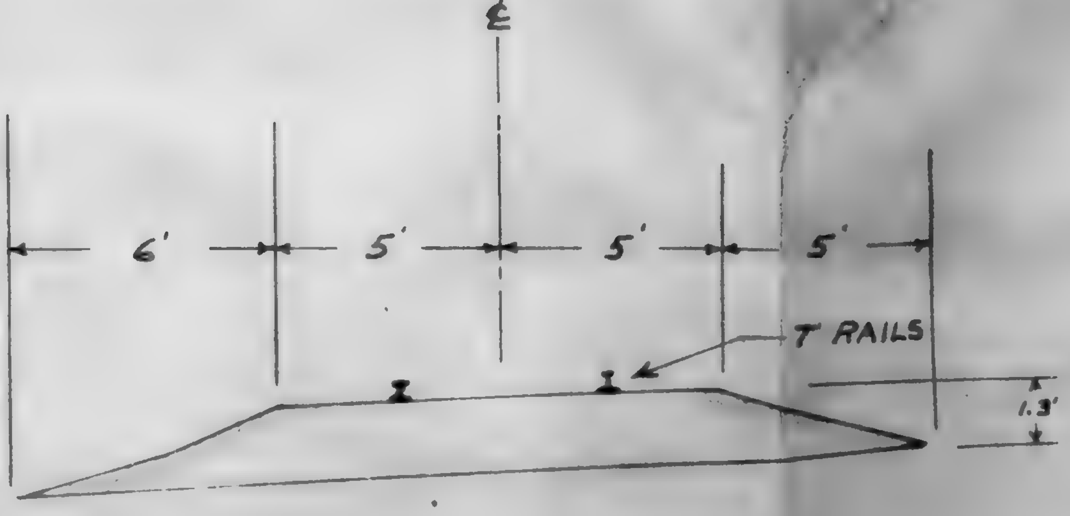

L² 730+62.67 P.C.S.
1653+55.2 C.C.
1651+49.1 B.C.
L² 734+62.67. P.T.
L² 737+67.54 P.S
L² 742+17.54 P.S.C.
1641+59.1 E.C.
1639+19.1 C.C.
HWY. 2°30' C.L.
R.R. 4°20' C.A.
L² 753+21.06 P.C.S.
1629+88.2 C.C.
1627+48.2 B.C.
L² 757+71.06 P.T. Bk.=
L² 756+49.01 P.O.T. Ah.
L² 759+29.09 P.S.
1621+67.4 E.C.
1619+57.4 C.C.
L² 763+29.09 P.S.C.
S.P.R.R. CO., COOS BAY BRANCH
PRIVATE ROAD R.R. CROSSING
PROPOSED = EXISTING IN USE
L² 751+38 = R.R. 1632+50
ELEV. 35387
HWY. ℄
R/W
R.R. ℄
R/W
57'
50'
50'

## PLAN
SCALE 1" = 400'

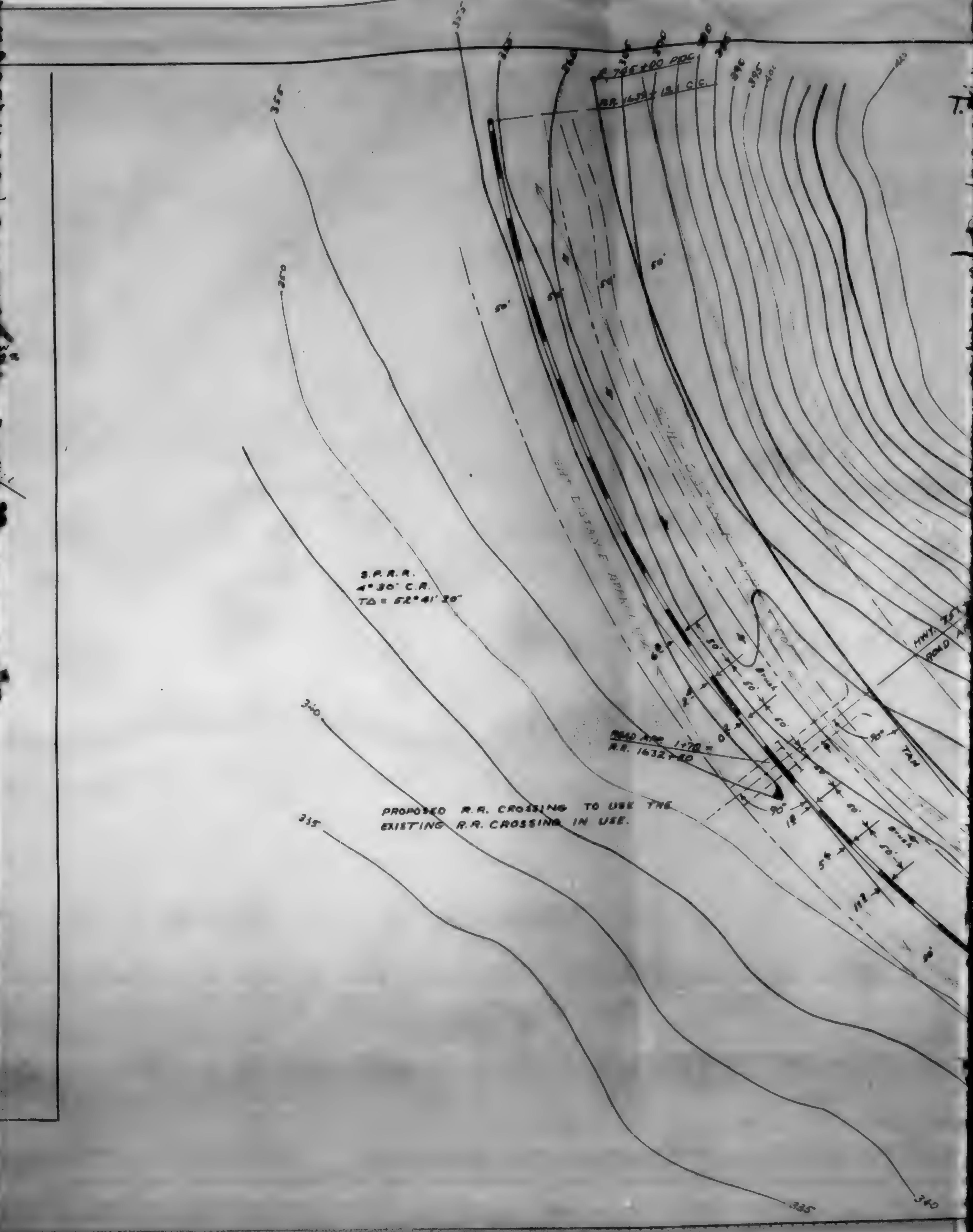
## PROFILE
SCALE HORIZONTAL 1" = 100'
VERTICAL 1" = 10'


℄
10'
10'
2'
8'
8'
2'
D-11 OIL MAT ON GRADES OVER 6%
1:1
Sl. 0.02 PER. FT.
TOP COURSE BASE 2" COMPACTED THICKNESS
BOTTOM COURSE BASE 6" COMPACTED THICKNESS
1½:1

TYPICAL ROAD APPROACH SECTION


℄
6'
5'
5'
5'
T RAILS
1.3'

TYPICAL RAILROAD SECTION



355
350
345
340
335
390
395
400
℄ 745+00 POC
RR. 1639+13± C.C.
50'
S.P.R.R.
4° 30' C.R.
TΔ = 52° 41' 30"
ROAD APP. 1+70 =
R.R. 1632+60
0
2
90°
Brush
TAN
HWY.
ROAD
12
5
PROPOSED R.R. CROSSING TO USE THE
EXISTING R.R. CROSSING IN USE.

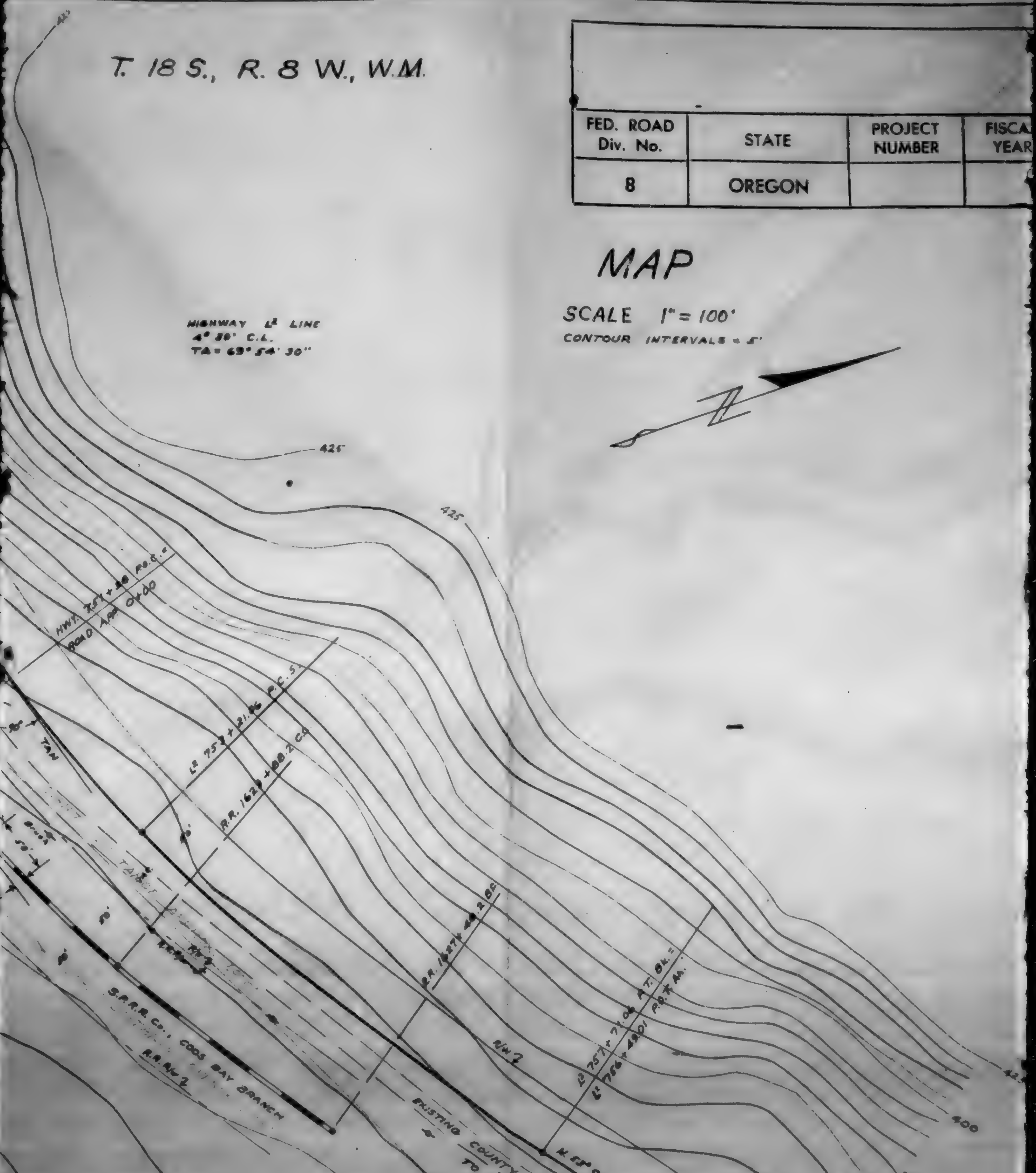
T. 18 S., R. 8 W., W.M.

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCA YEAR |
|---|---|---|---|
| 8 | OREGON | | |

# MAP

SCALE 1" = 100'

CONTOUR INTERVALS = 5'


HIGHWAY L² LINE
4° 30' C.L.
TA = 63° 54' 30"
425
425
HWY. 751 + 20 P.O.C. =
ROAD App. 0+00
L² 757 + 21.06 P.C.S.
R.R. 1629 + 88.2 C.O.
R.R. 1627 + 40.2 BE
L² 757 + 71.06 A.T. Bk. =
L² 756 + 49.01 P.O.T. Ah.
N 55° 03' E.
R/W 7
TAN
50'
S.P.R.R. Co., COOS BAY BRANCH
R.R. R/W 7
EXISTING COUNTY ROAD
TO EUGENE
N
S
340
345
350
355
360
365
370
375
380
400
425

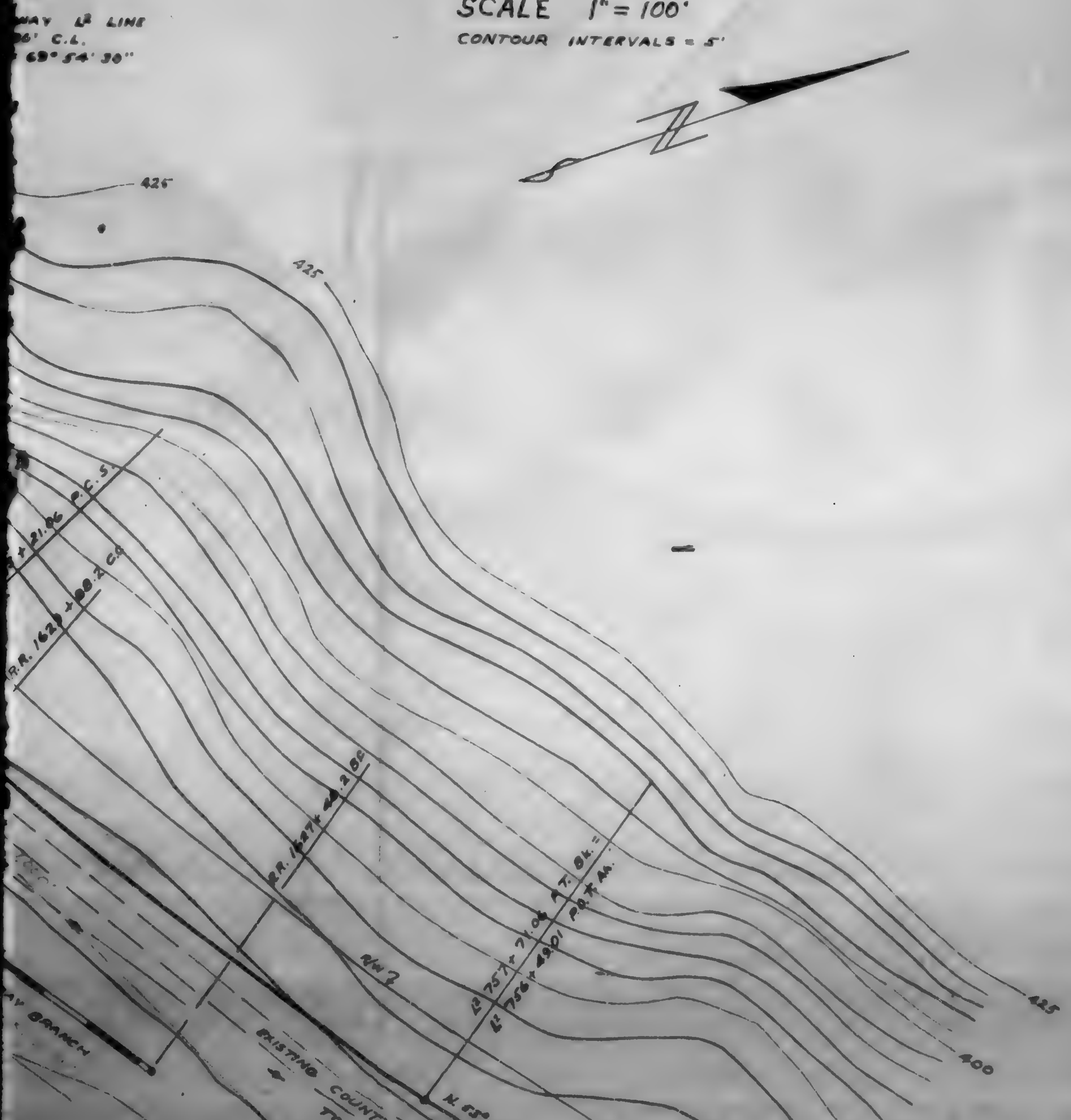
R. 8 W., W.M.

| | | | | |
|---|---|---|---|---|
| | | | | SHEET No. |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | See Index |

## MAP

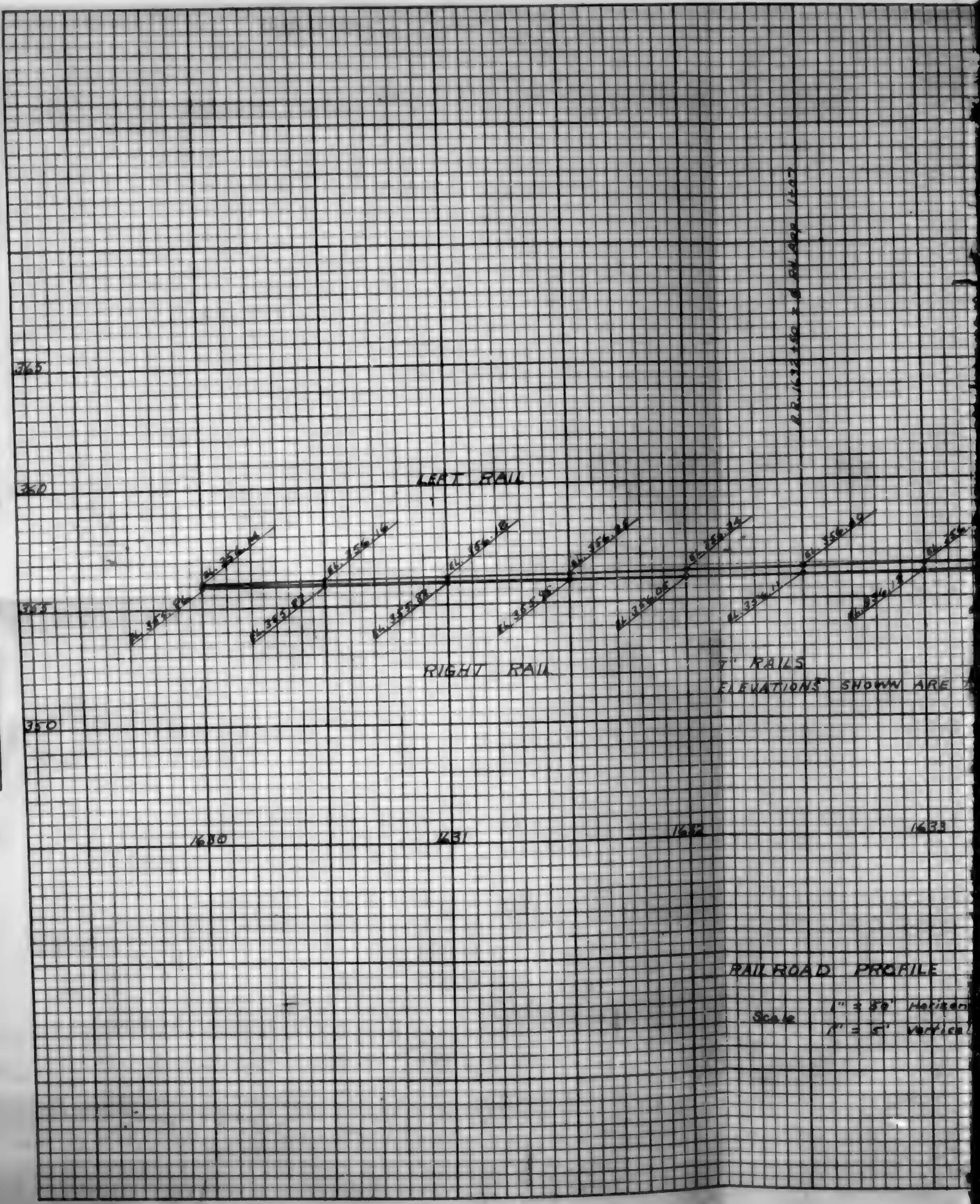
SCALE 1" = 100'

CONTOUR INTERVALS = 5'



WAY ℄ LINE
6' C.L.
69° 54' 30"
425
425
+ 21.06 P.C.S.
R.R. 162 + 88.2 C.S.
R.R. 1627 + 48.2 S.C.
℄ 757 + 71.04 A.T. Bk. =
℄ 756 + 49.01 P.O.T. M.
R/W
AY BRANCH
EXISTING COUNTY ROAD TO EUGENE
N. 65° 03' E.
425
400
380
375
370
365
360
355
350
5

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED



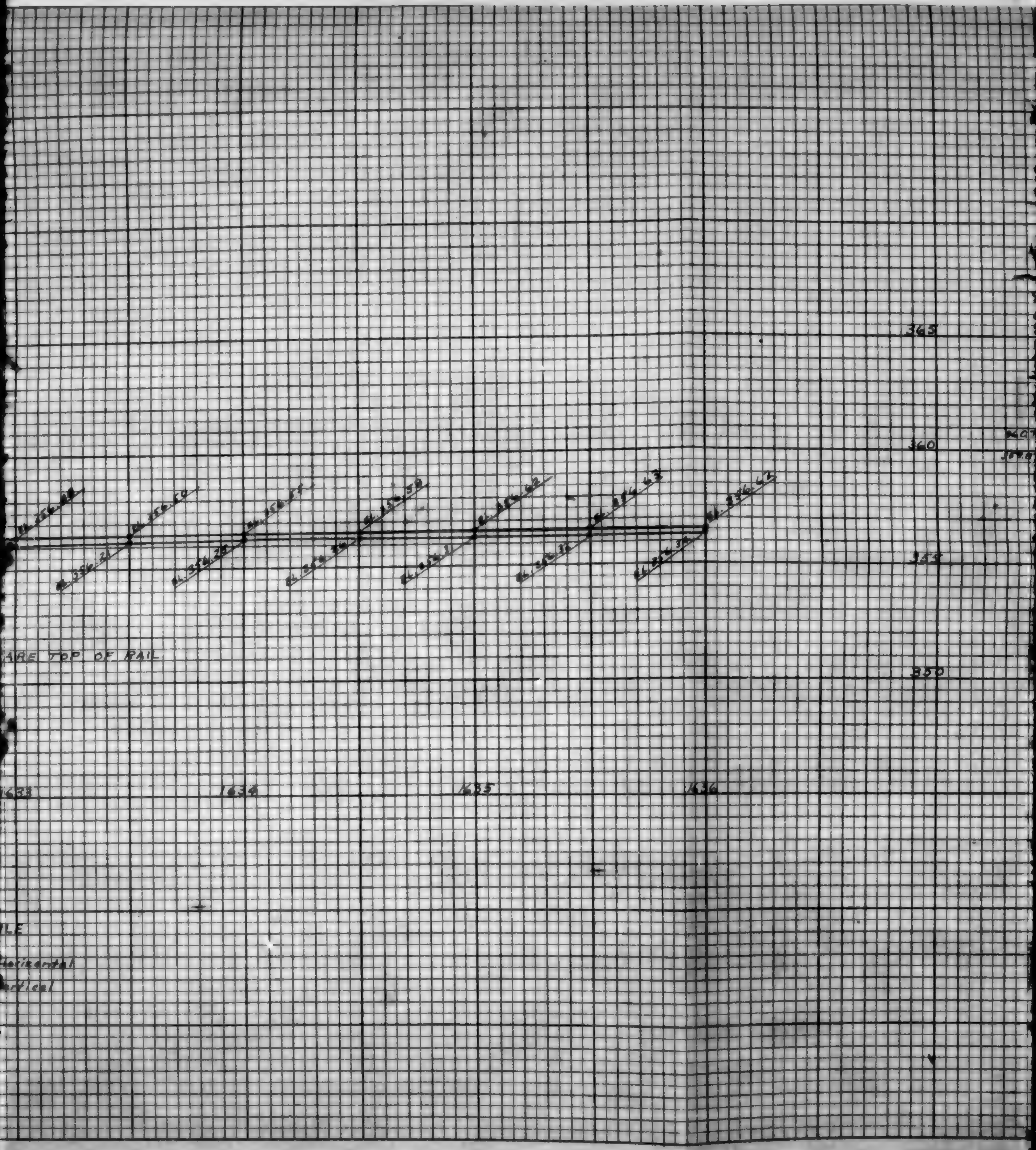
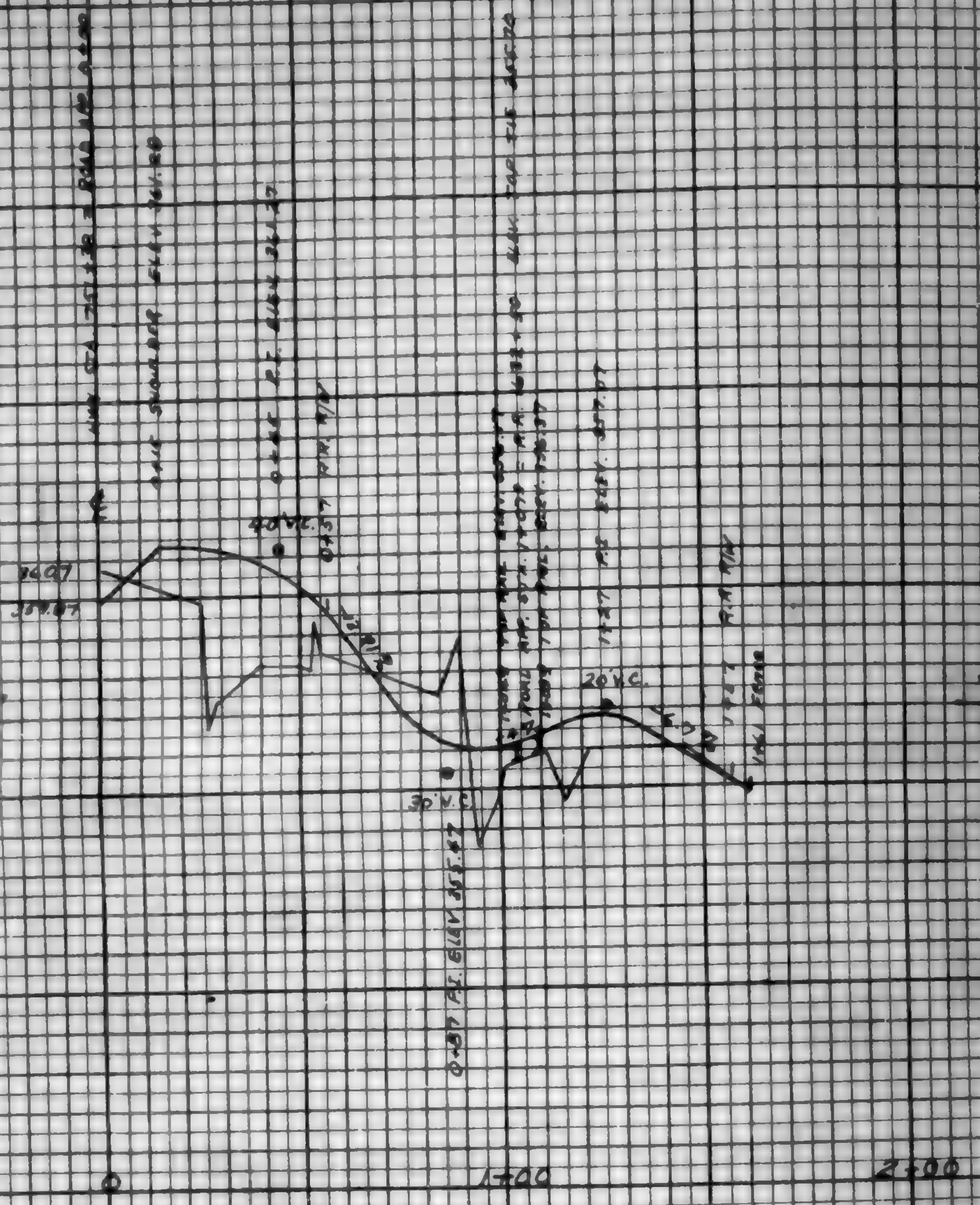


PLATE 4—CROSS

THE FREDC



ROAD APPROACH PROFILE

Scale 1" = 50' Horizontal
1" = 5' Vertical

4—CROSS SECTION O. F. R. & R. E. STANDARD
THE FREDERICK POST CO., CHICAGO

# MAP & PROFILE

## PRIVATE ROAD RAILROAD CROSSIN

S.P.R.R. Co. COOS BAY BRANCH
EAST UNIT, SIUSLAW RIVER-WALTON SECTION
RICHARDSON-EUGENE HIGHWAY

LANE COUNTY

C.C. Gall, Res. Eng'n April, 1961

# MAP & PROFILE

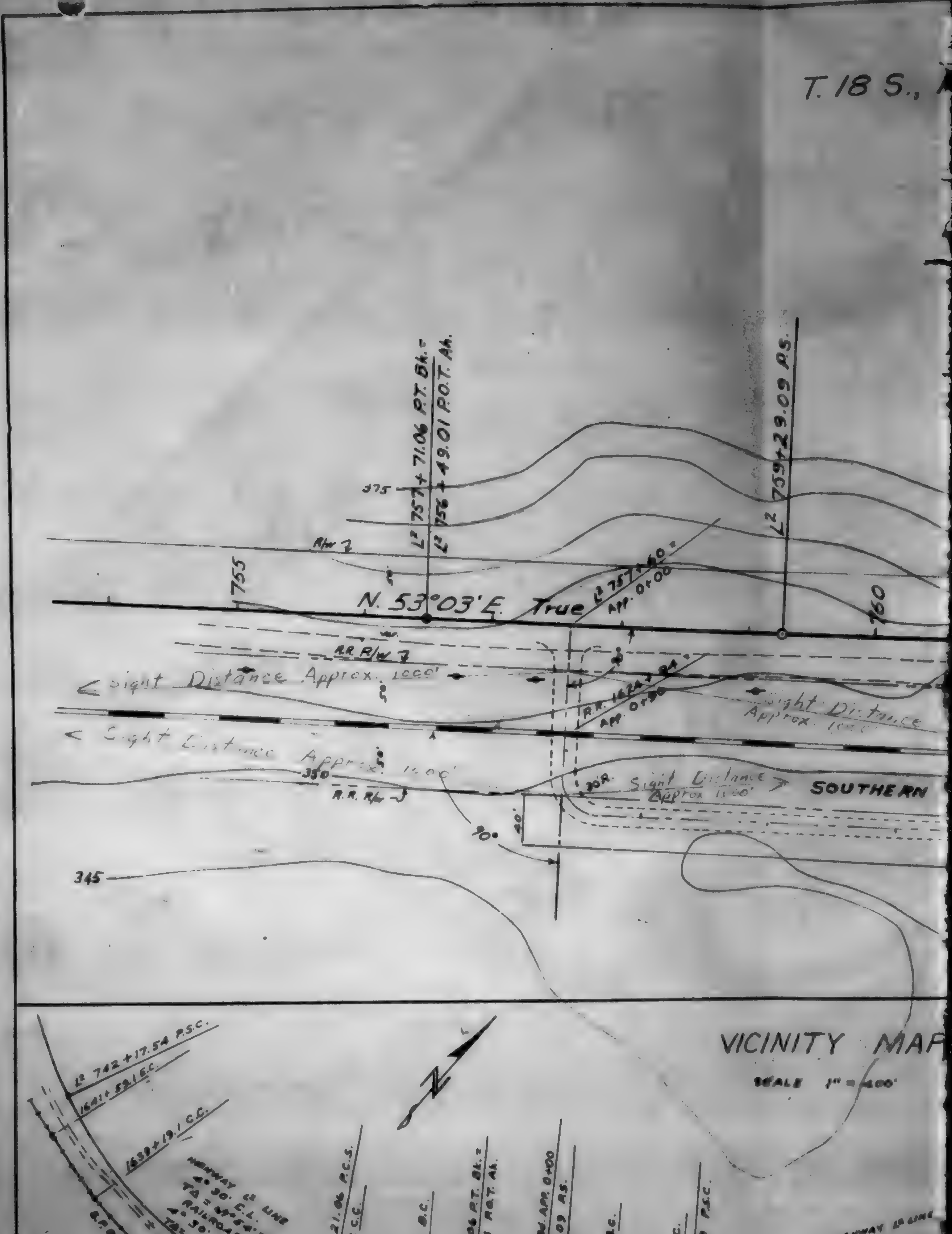
## PRIVATE ROAD RAILROAD CROSSING

S.P.R.R. Co.
COOS BAY BRANCH
EAST UNIT, SIUSLAW RIVER-WALTON SECTION
RICHARDSON-EUGENE HIGHWAY

LANE COUNTY

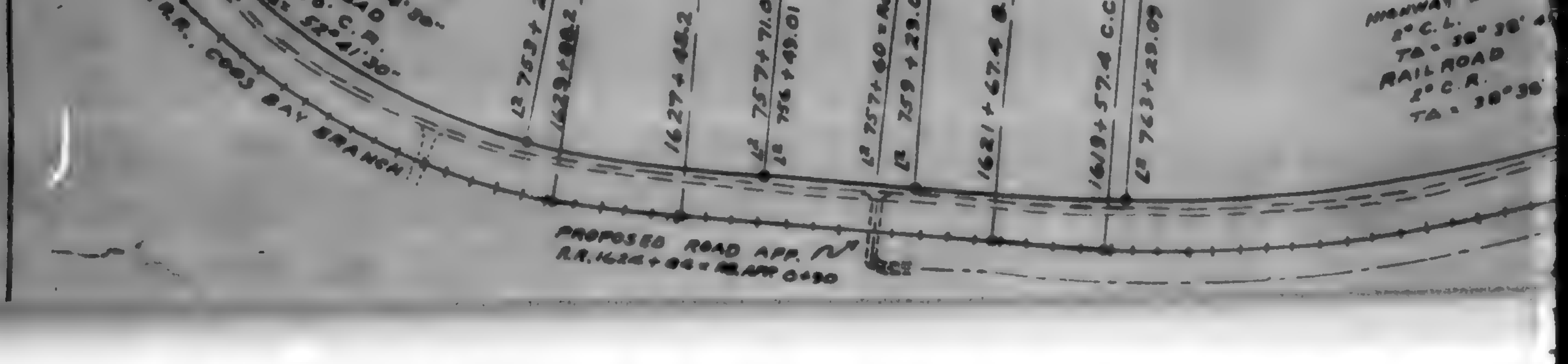
C.C. Gall, Res. Eng'r.
April, 1961

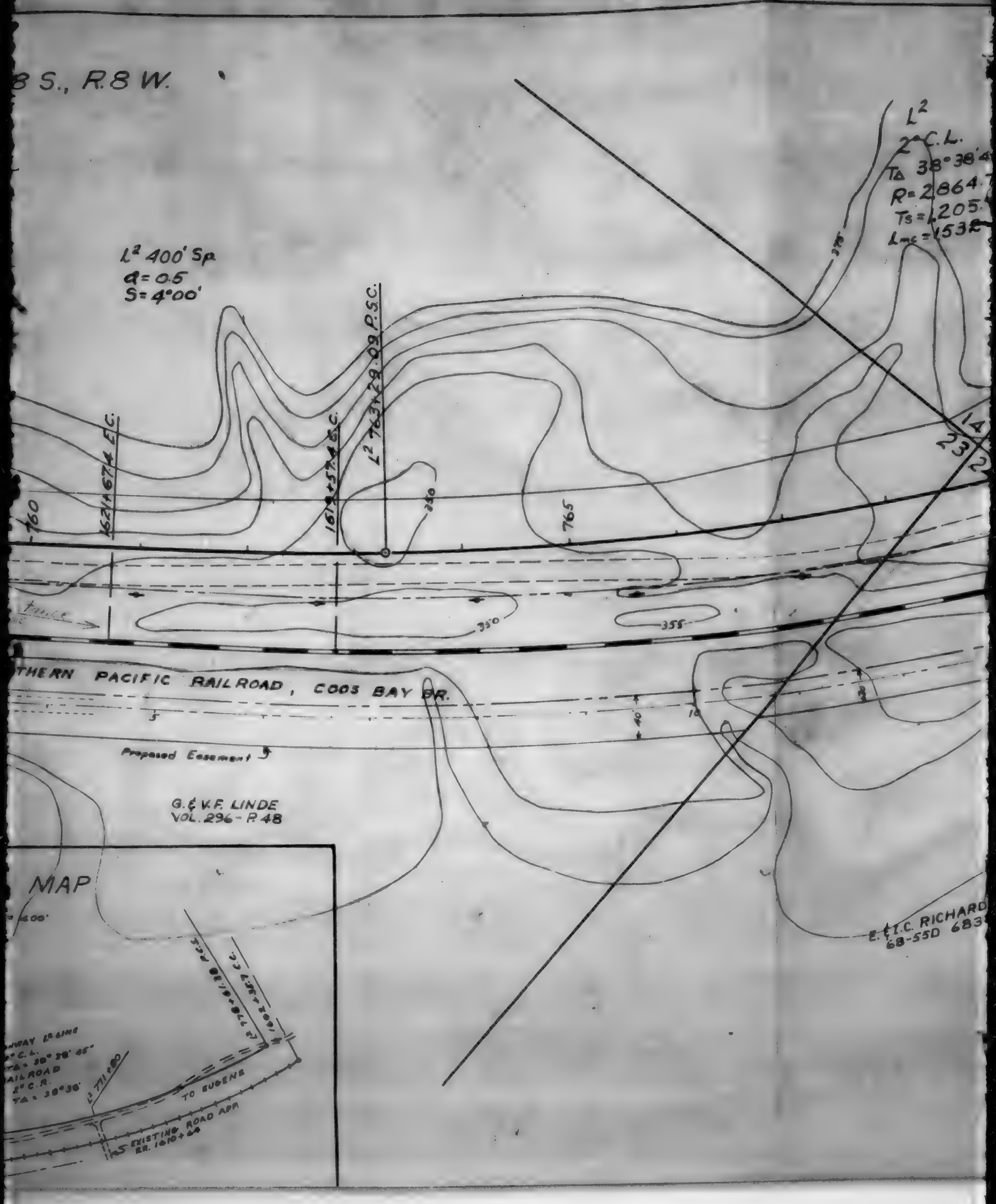
| FINAL SURVEY | | BY | DATE |
|---|---|---|---|
| NOTE BOOK | SURVEYED | | |
| | PLOTTED | | |
| | TEMPLATE | | |
| NO. | AREAS | | |
| | AREAS CHECKED | | |

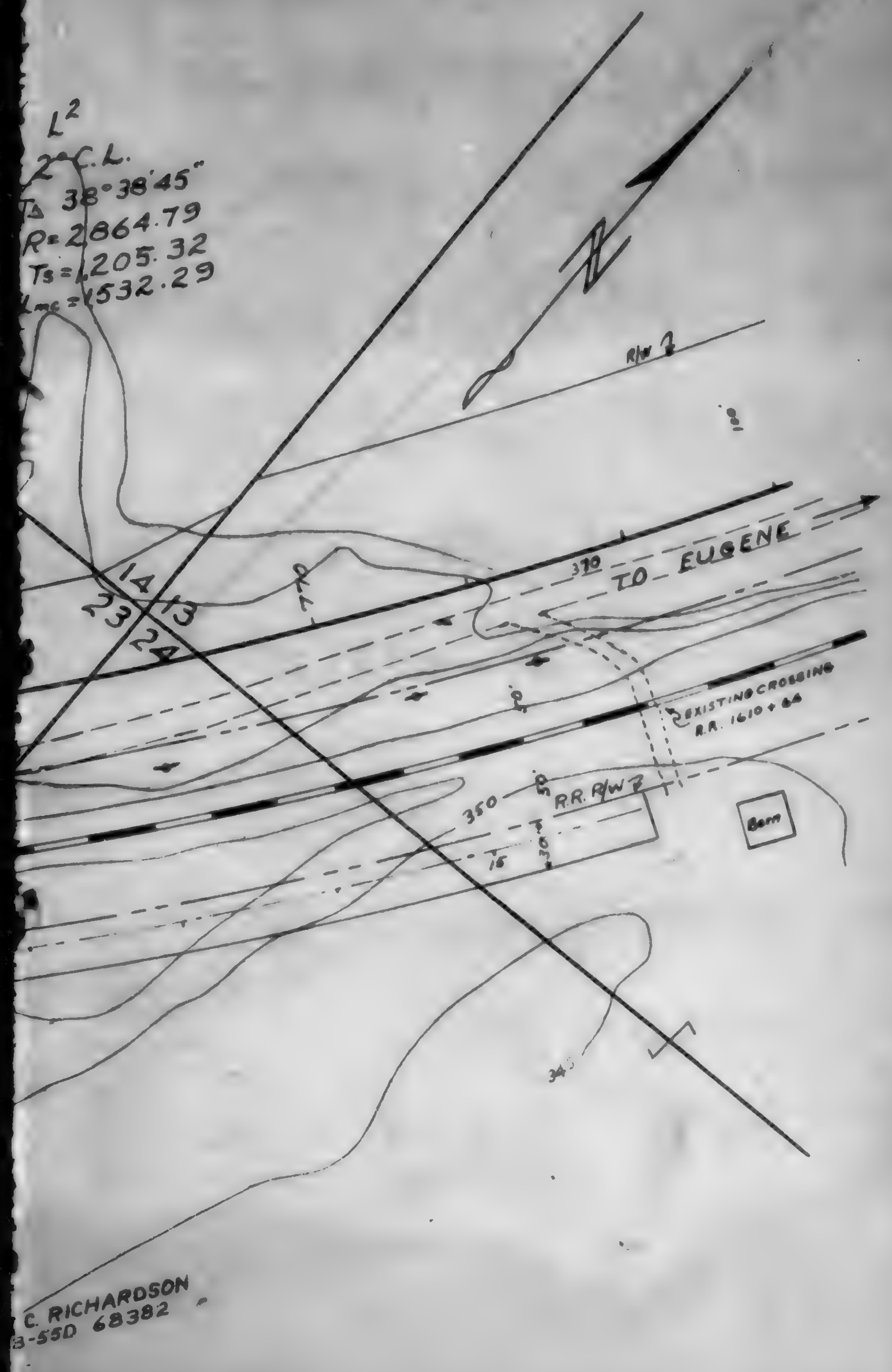

T. 18 S.,
L² 757+71.06 P.T. Bk. =
L² 756+49.01 P.O.T. Ah.
L² 759+29.09 P.S.
375
R/W
755
760
N. 53°03'E. True
L² 757+60 =
App. 0+00
R.R. R/W
Sight Distance Approx. 1000'
R.R. 1624+84 =
App. 0+30
Sight Distance Approx. 1000'
Sight Distance Approx. 1000'
350
R.R. R/W
30'R
Sight Distance Approx. 1000'
SOUTHERN
20'
90°
345

VICINITY MA

SCALE 1" = 400'

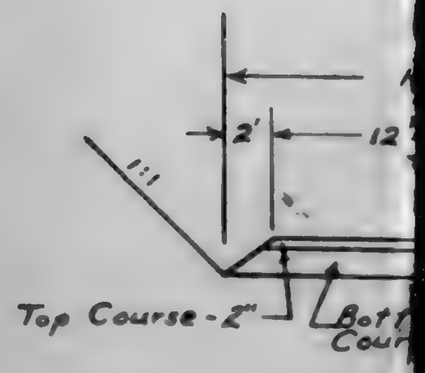

N
L² 742+17.54 P.S.C.
1641+53.1 E.C.
1639+19.1 C.C.
HIGHWAY L² LINE
4°30' C.L.
TA = 47°54'30"
RAILROAD
4°30' C.R.
TA = 52°41'30"
S.P.R.R. COOS BAY BRANCH
L² 753+21.06 P.C.S.
1629+88.2 C.C.
1627+48.2 B.C.
L² 757+71.06 P.T. Bk. =
L² 756+49.01 P.O.T. Ah.
L² 757+60 = Rd. App. 0+00
L² 759+29.09 P.S.
1621+67.4 B.C.
1619+57.4 C.C.
L² 763+29.09 P.S.C.
HIGHWAY L² LINE
2° C.L.
TA = 38°38'
RAILROAD
2° C.R.
TA = 38°38'
PROPOSED ROAD APP. No
R.R. 1624+84 = Rd. APP. 0+30


8 S., R.8 W.
L² 400' Sp.
d= 0.5
S= 4°00'
L² 763+29.09 P.S.C.
1621+67.4 E.C.
1619+57.4 B.C.
760
765
350
355
Fence
L²
2° C.L.
TΔ 38°38'4
R= 2864.
Ts= 1205.
Lmc= 1532
14
23
2
THERN PACIFIC RAILROAD, COOS BAY BR.
5
10
40
Proposed Easement
G. & V.F. LINDE
VOL. 296 - P. 48
E. & I.C. RICHARD
68-55D 683
MAP
400'
HWAY L² LINE
2° C.L.
TΔ = 38°38'45"
AILROAD
2° C.R.
TΔ = 38°38'
L² 771+00
L² 778+61.38 P.C.S.
1002+36.7 C.C.
TO EUGENE
EXISTING ROAD APR
RR. 1610+64


L²
2° C.L.
IΔ 38°38'45"
R=2864.79
Ts=1205.32
Lmc=1532.29
R/W
TO EUGENE
390
14 13
23 24
EXISTING CROSSING
R.R. 1610+66
R.R. R/W
350
15
Barn
345
C. RICHARDSON
3-55D 68382

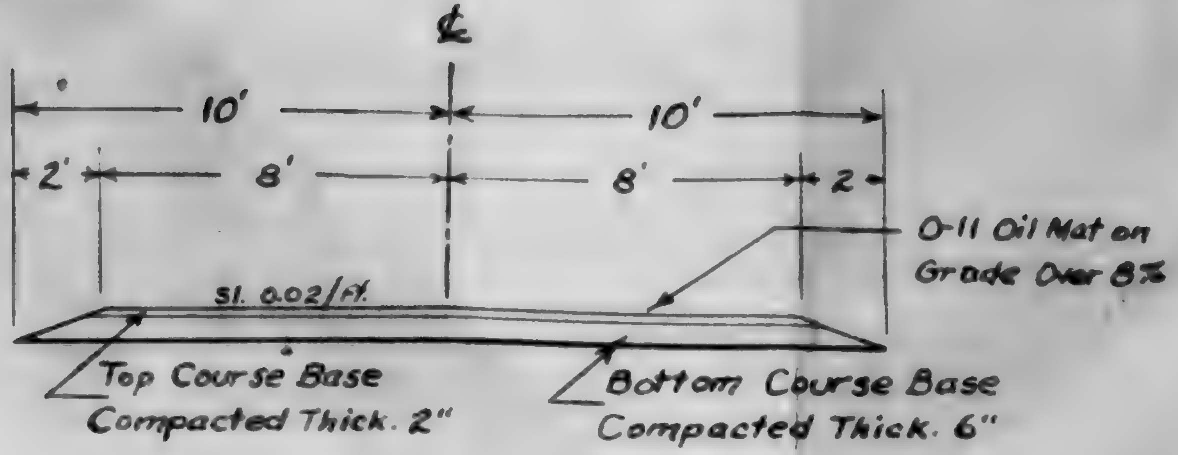
# MAP

SCALE 1" = 100'
CONTOUR INTERVAL = 5'


2'
12
1:1
Top Course - 2"
Bott
Cour

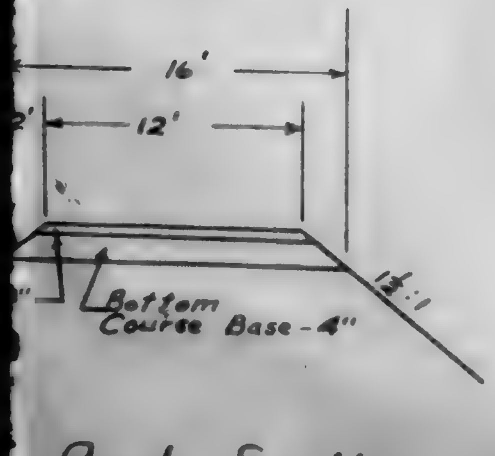
Typical Road
Thru Easem

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISC YEA |
|---|---|---|---|
| 8 | OREGON | | |



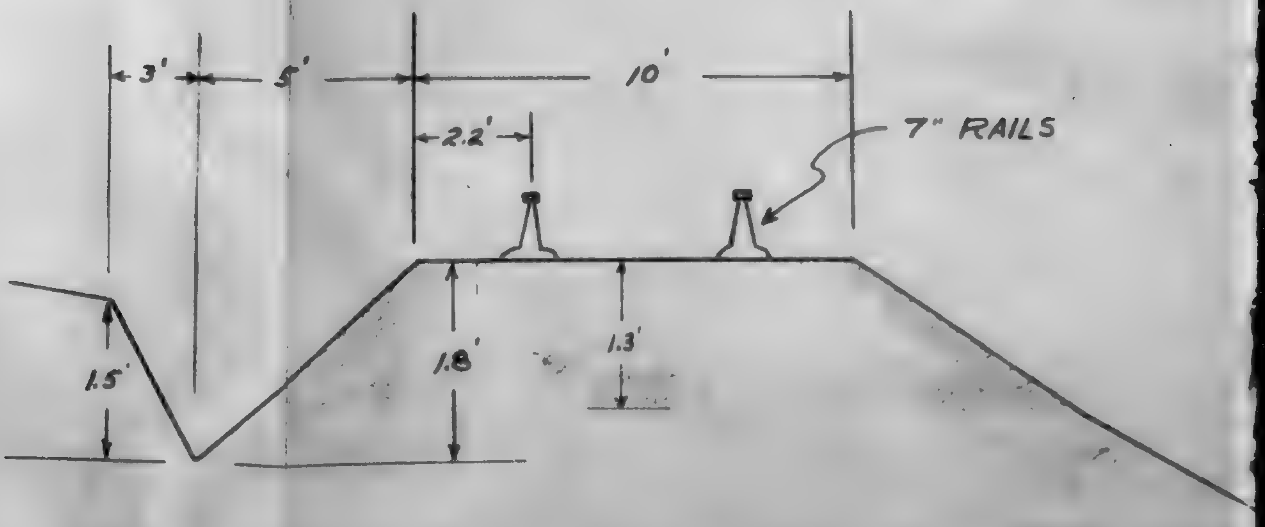
℄
10'
10'
2'
8'
8'
2
0-11 Oil Mat on Grade Over 8%
Sl. 0.02/ft.
Top Course Base Compacted Thick. 2"
Bottom Course Base Compacted Thick. 6"

Typical Road App. Section



16'
12'
Bottom Course Base - 4"
1½:1

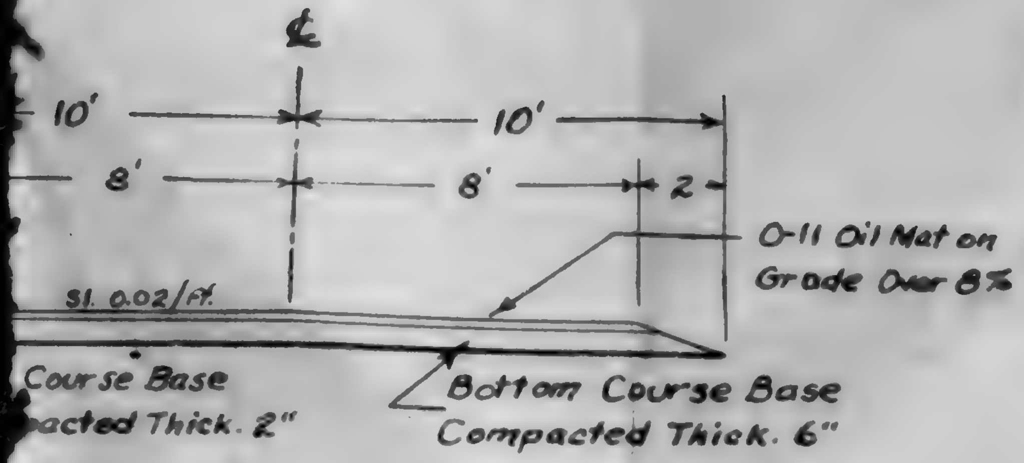
Road Section
Easement Area



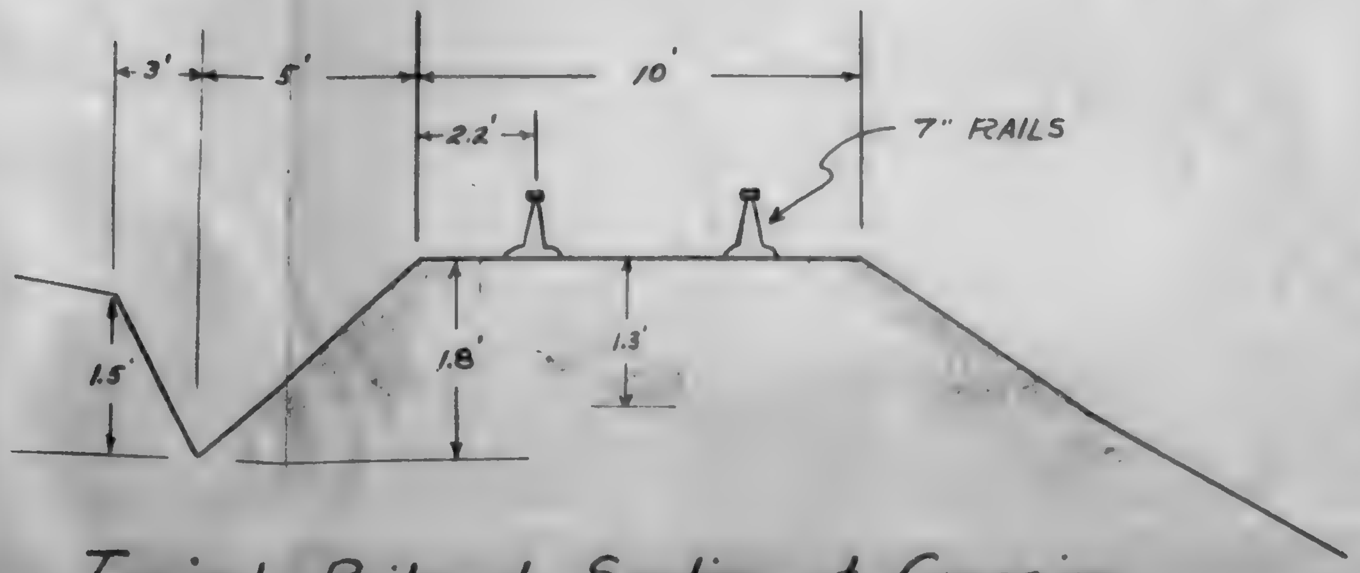
3'
5'
10'
2.2'
7" RAILS
1.5'
1.8'
1.3'

Typical Railroad Section at Crossing

|  |  |  |  | SHEET No. |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON |  |  | See Index |

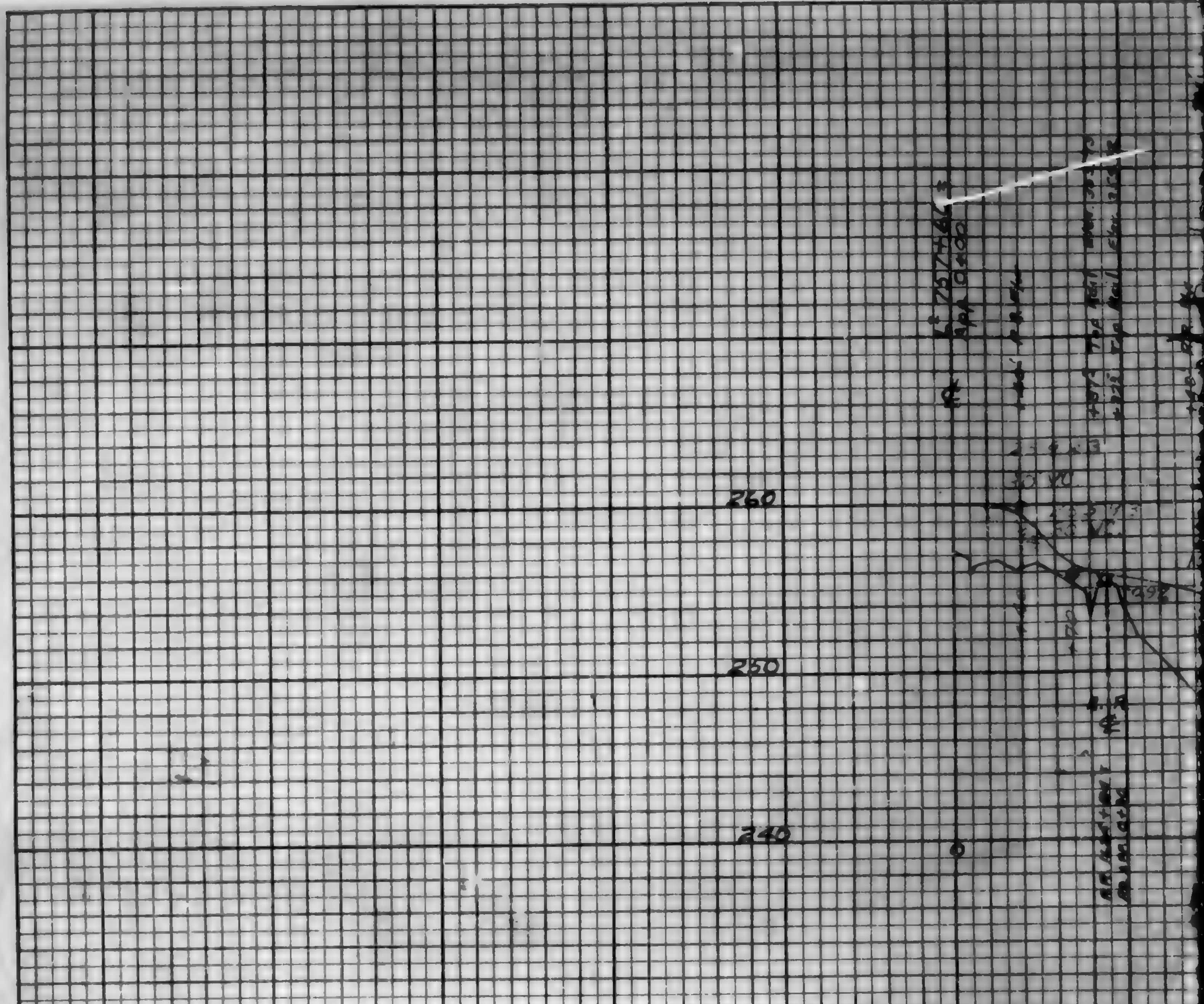

℄
10'
10'
8'
8'
2
O-11 Oil Mat on Grade Over 8%
Sl. 0.02/ft.
Course Base
pacted Thick. 2"
Bottom Course Base Compacted Thick. 6"

ypical Road App. Section


3'
5'
10'
2.2'
7" RAILS
1.5'
1.8'
1.3'

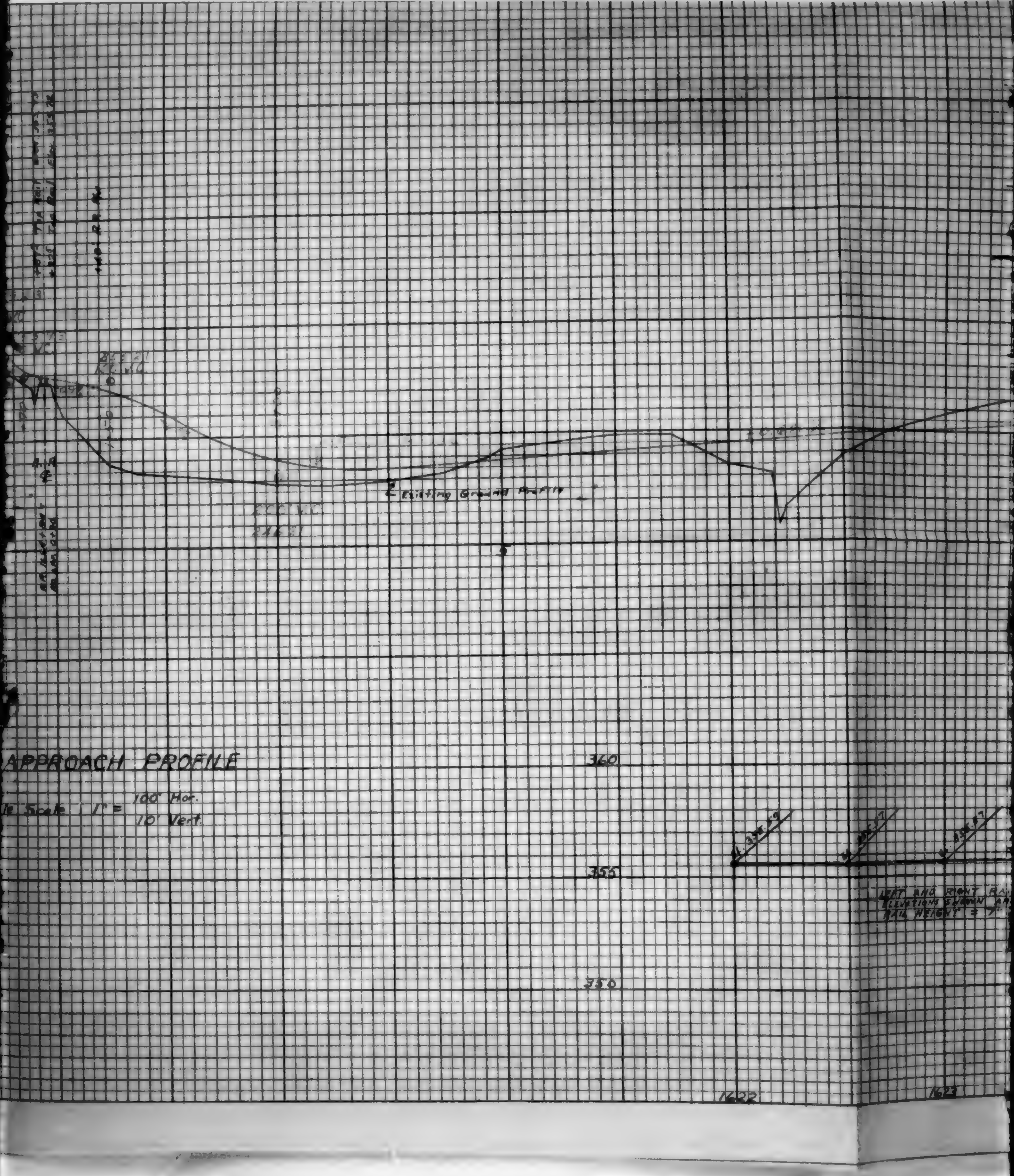
Typical Railroad Section at Crossing

| | | |
|---|---|---|
| | BY | DATE |
| **ORIGINAL SURVEY** SURVEYED | | |
| PLOTTED | | |
| NOTE BOOK TEMPLATE | | |
| AREAS | | |
| NO. AREAS CHECKED | | |


260
250
240
757+46.3
Top Rail
Top Rail Elev.
292

ROAD APPROA

Profile Scale


℄ Existing Ground Profile
APPROACH PROFILE
le Scale 1" = 100' Hor.
10' Vert.
360
355
350
1622
1623
LEFT AND RIGHT RA
ELEVATIONS SHOWN AR
RAIL HEIGHT = 7"

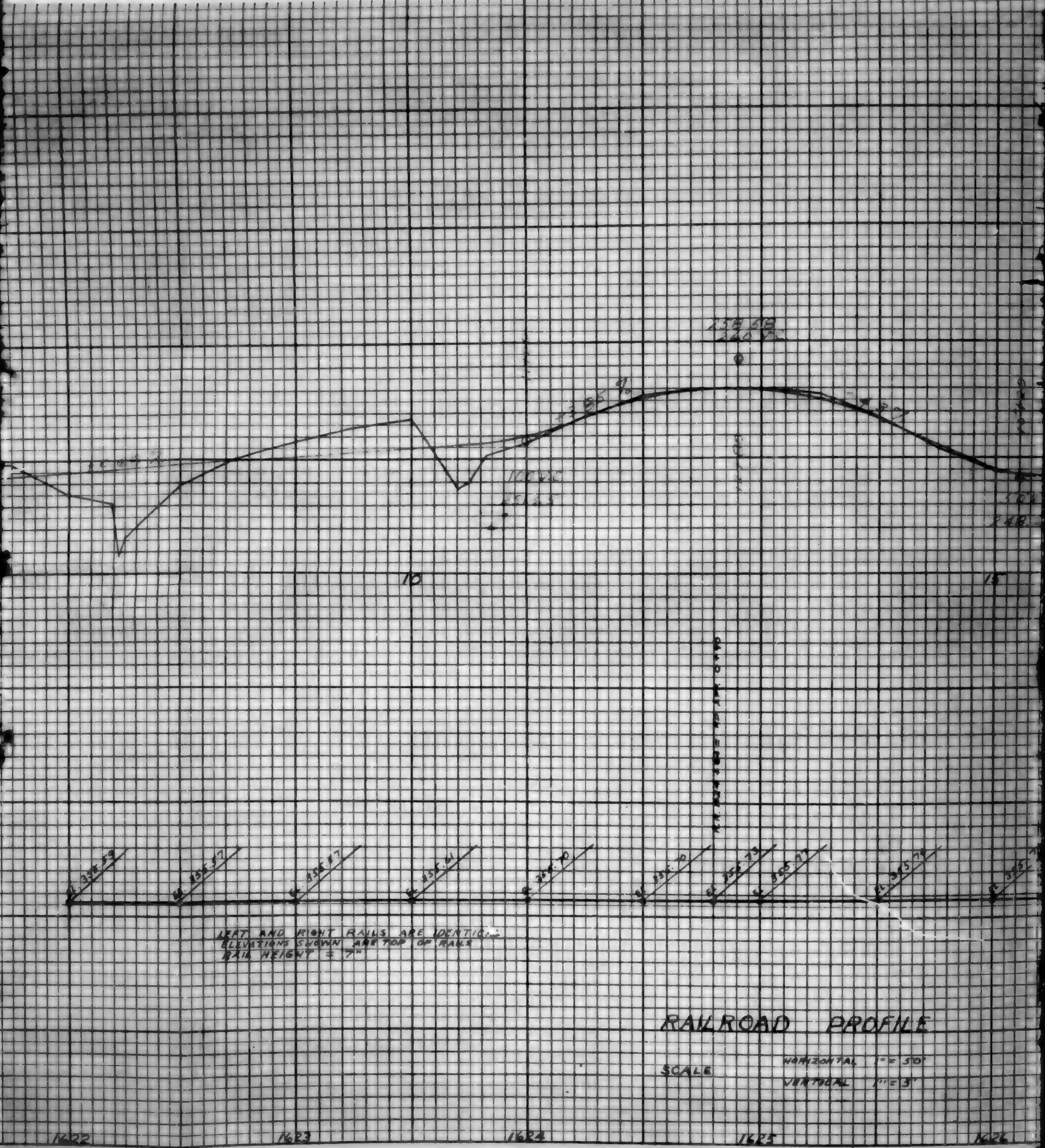
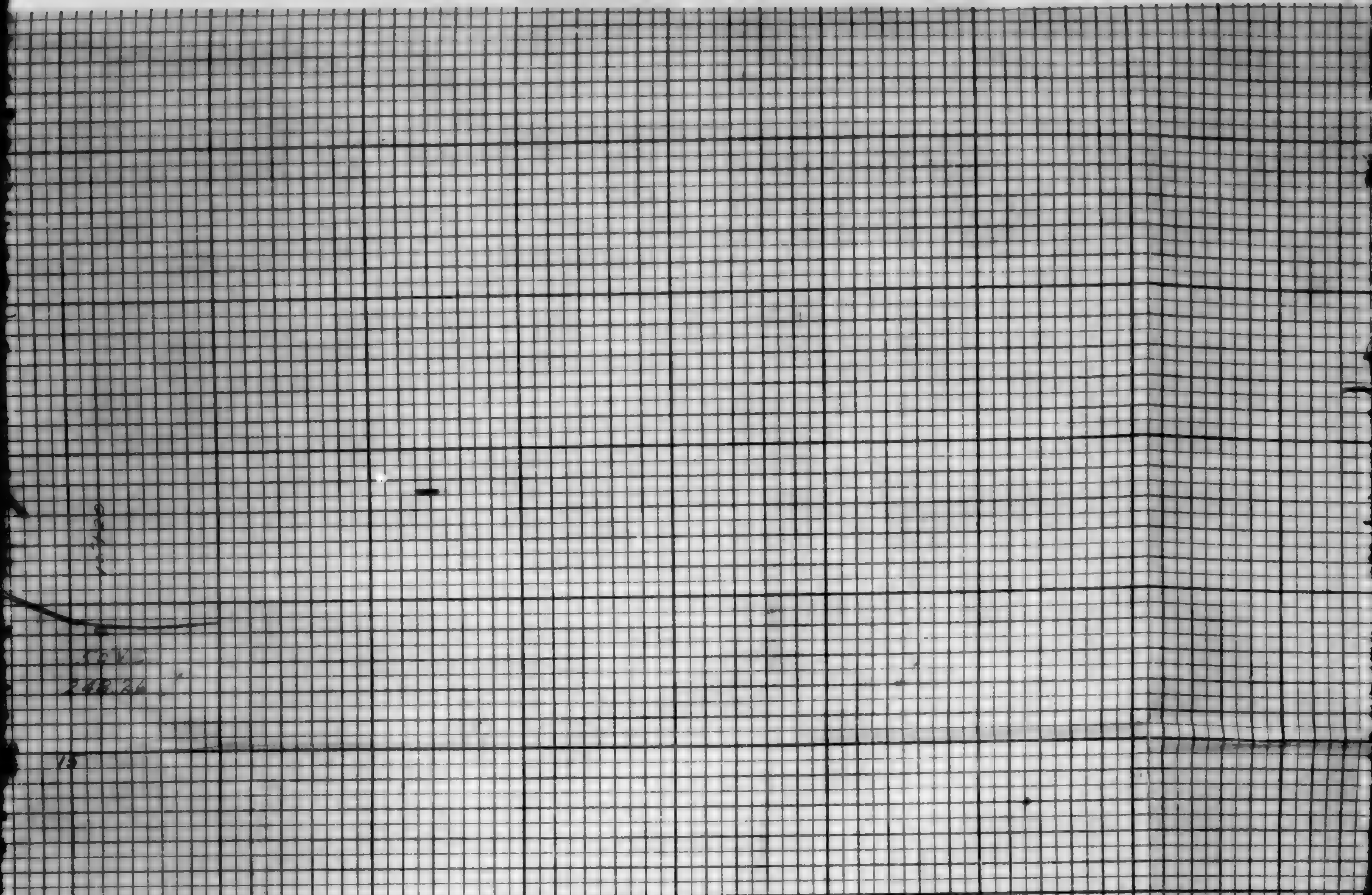

10
15
LEFT AND RIGHT RAILS ARE IDENTICAL
ELEVATIONS SHOWN ARE TOP OF RAILS
RAIL HEIGHT = 7"
RAILROAD PROFILE
SCALE
HORIZONTAL 1" = 50'
VERTICAL 1" = 3'
1622
1623
1624
1625
1626

PLATE 4—CROSS SECTION C. P. R. & R. E. STANDARD

THE FREDERICK POST CO., CHICAGO

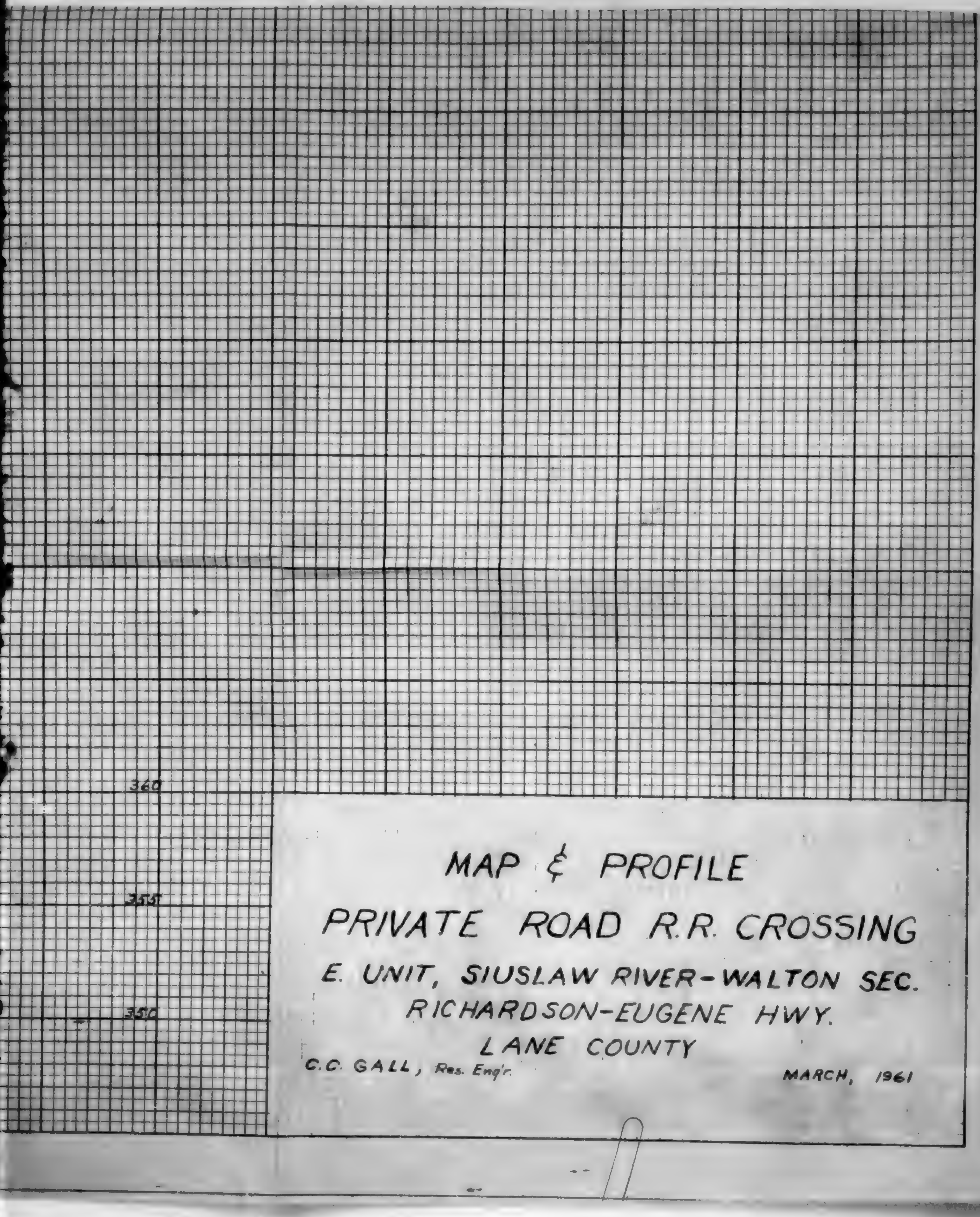

248.26
15
360
355
350
E. 355.7
E. 355.7
E. 355.7
E. 355.7
E. 355.7
1626
1627
1628

PRIVAT

E. UNIT,

RIC

C.C. GALL, Re



## MAP & PROFILE

## PRIVATE ROAD R.R. CROSSING

E. UNIT, SIUSLAW RIVER-WALTON SEC.
RICHARDSON-EUGENE HWY.
LANE COUNTY

C.C. GALL, Res. Eng'r.

MARCH, 1961

RECEIVED
APR 13.1961

FOR FILES

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1961

SUBJECT: Private Road Railroad Crossings
E.Unit, Siuslaw River-Walton
Richardson-Eugene Highway
Lane County

To:

Mr. G.S. Paxson
Ass't State Highway Engineer
Office

For your information enclosed are two (2) railroad grade crossings on the above-mentioned section. Our intention is that these vicinity maps will not be P.U.C. maps but rather private road railroad grade crossings to individual land owners.

1 ~~Cloth~~ Print Map and Profile, Station 751+38
1 ~~Cloth~~ Print Map and Profile, Station 757+60

Tom Edwards
Construction Engineer

By ADOlson
A. D. Olson
Asst. Chief Locating Engineer

BG:jw

Attach.

cc J. E. Morelock

NOTED

S-234(17) E. Unit, Siuslaw River-Walton 1962
Sec., Mapleton-Eugene Hwy.
#5967 Folder # 2

R/W
22526
&
22475

CEIVED
PR 2 6 1965
FOR FILING

[illegible]

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 22, 1961

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Original signed by
L. R. Backlund
Admin. Manager

Federal-aid Project No. S-234(17)

Voucher No. 17, Final.

The referenced voucher has been approved for payment in the amount of $120,119.58 as submitted.

REFERRED TO
Young
Date: 4-26-65 By:
For:

Due Date:

[illegible]
4-26-65

Orig to Mason
4-26-65

RECEIVED
FEB 10 1965

STATE COPY

| | | |
|---|---|---|
| Monthly transaction number<br>FOR FILING 2-1-65 | Form -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | te<br>**Oregon** |
| Project report number<br>S-234(17)<br>**11**<br>507 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>2/5/65 | County<br>**Lane** |
| | | Project number<br>**S-234(17)** |

The Project Agreement for the above-referenced project entered into between ~~the undersigned parties~~ and executed by the Division Engineer on **October 20**, 19**61**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **811,084.75** |
| Revised Federal funds | $ **507,119.58** |

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **February**, 19**65**.

| | |
|---|---|
| **OREGON STATE HIGHWAY DEPARTMENT**<br>(Official name of Highway Department) | U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS |
| By Lloyd P. Sims | XXy **A. W. Persons**<br>Division Engineer |
| **Assistant State Highway Engineer**<br>(Title) | By: L R Backlund<br>**L. R. Backlund, Administrative Mgr.** |
| By ____________<br>(Title) | |
| By ____________<br>(Title) | |

USComm-DC 11170

RECEIVED
OCT 24 1961
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>10-118 | F PR-2 (RE 6-61) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | STATE<br>**Oregon** |
| PROJECT REPORT NO.<br>S-234(17)<br>5967 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | COUNTY<br>**Lane** |
| | | PROJECT NO.<br>**S-234(17)** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**East end S-234(12) to Walton**
**(Siuslaw River-Walton Section)**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | 2-11-58 | 4.1 |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 2-11-58 | 4.1 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 625,493.00 | $ 392,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By ______________________

**State Highway Engineer**
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

**XX C. G. Polk**
(Division Engineer)
**By: R. C. Wright, Administrative Mgr.**

Date executed by Division Engineer **October 20, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the East Unit, Siuslaw River-Walton Section, Project No. S-234(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Unit, Siuslaw River-Walton Section, Project No. S-234(17).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-234(17)

## EAST UNIT, SIUSLAW RIVER-WALTON SECTION OF THE MAPLETON-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1961

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 3,500.00 |

Type Code 5211
Roadway (Sta. 737+00 to Sta. 955+4209) (Contract No. 5967)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 43,800.00 |
| Drainage Excavation, Unclassified | 2,030 | cu. yds. | $ 2.75 | 5,582.50 |
| General Excavation, Unclassified | 326,800 | cu. yds. | 0.41 | 133,988.00 |
| Short Overhaul | 1,014,000 | yd. stas. | 0.005 | 5,070.00 |
| Long Overhaul | 21,400 | C-yd. stas. | 0.36 | 7,704.00 |
| Finishing Roadbed and Slopes | 4.06 | miles | 800.00 | 3,248.00 |
| Rounding Cutbanks | 10,600 | lin. ft. | 0.25 | 2,650.00 |
| 8-inch Culvert Pipe | 360 | lin. ft. | 2.30 | 828.00 |
| 12-inch Culvert Pipe | 180 | lin. ft. | 2.75 | 495.00 |
| 18-inch Culvert Pipe | 690 | lin. ft. | 5.20 | 3,588.00 |
| 24-inch Culvert Pipe | 1,160 | lin. ft. | 7.00 | 8,120.00 |
| 36-inch Culvert Pipe | 420 | lin. ft. | 10.50 | 4,410.00 |
| 48-inch Culvert Pipe | 210 | lin. ft. | 18.00 | 3,780.00 |
| 84-inch Corrugated Metal Pipe | 80 | lin. ft. | 30.00 | 2,400.00 |
| 8'-2" Structural Plate Pipe-Arch | 88 | lin. ft. | 75.00 | 6,600.00 |
| 6-inch Perforated Metal Drain Pipe | 190 | lin. ft. | 3.00 | 570.00 |
| 8-inch Perforated Metal Drain Pipe | 440 | lin. ft. | 4.00 | 1,760.00 |
| Special Backfill in Drains | 60 | cu. yds. | 4.00 | 240.00 |
| 16-foot Cattle Guard | 1 | only | 2,000.00 | 2,000.00 |
| Metal Guard Rail | 8,550 | lin. ft. | 2.80 | 23,940.00 |
| Guide Posts, Type W-2 | 240 | only | 7.00 | 1,680.00 |
| Type 2 Fence | 40 | rods | 6.00 | 240.00 |
| Coarse Crushed Material in Base | 72,000 | tons | 1.85 | 133,200.00 |
| 3/4" - 0 Material in Base | 8,400 | tons | 4.00 | 33,600.00 |
| Sprinkling | 2,600 | M-gals. | 2.00 | 5,200.00 |
| Preparation of Base | 4.12 | miles | 300.00 | 1,236.00 |
| Furnishing and Placing Aggregates | 3,870 | cu. yds. | 5.00 | 19,350.00 |
| 200-300 Asphalt | 290 | tons | 49.00 | 14,210.00 |
| RS-1 Asphalt | 84 | tons | 49.00 | 4,116.00 |
| Extra for Oiling Approaches | 25 | only | 50.00 | 1,250.00 |
| | | | | $474,855.50 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ 9,000.00 |
| Seeding and Mulching | All Required | 3,800.00 |
| Adjustment of Water Lines | All Required | 800.00 |
| Signing | All Required | 700.00 |
| Remove and Salvage Old Bridge | All Required | 1,000.00 |
| | | $ 15,300.00 |

**Utility Work**

| | | |
|---|---|---|
| Western Union Telegraph Co. | All Required | $ 1,000.00 |
| Pacific Telephone Northwest | All Required | 3,000.00 |
| Blackly-Lane County Elect. Co-op. | All Required | 9,400.00 |
| | | $ 13,400.00 |
| | Subtotal | $503,555.50 |
| | 10% Engr. & Cont. | 50,355.50 |
| | Total | $553,911.00 |

**Type Code [illegible]**
**Walker Creek Bridge** (Br. #8940) (Sta. 898+87 to Sta. 899+41) (Contract No. 5967)

| | | | |
|---|---|---|---|
| Furnish Concrete Piling | 550 lin. ft. | $ 5.00 | $ 2,750.00 |
| Drive Concrete Piles | 22 only | 80.00 | 1,760.00 |
| Class "A" Concrete (Walker Cr. Br.)(26 cu.yds.) | All Required | | 7,000.00 |
| 3' x (15'-20') Prestressed Slabs | 30 only | 247.00 | 7,410.00 |
| 4' x (15'-20') Prestressed Slabs | 3 only | 296.00 | 888.00 |
| Metal Reinforcement (Walker Cr. Br.)(8,800 lbs.) | All Required | | 1,320.00 |
| | | | $ 21,128.00 |

**Type Code [illegible]**
**Chickahominy Cr. Bridge** (Br. #8939) (Sta. 963+32 to Sta. 964+52) (Contract No. 5967)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 5,500.00 |
| Structural Excavation | 180 cu. yds. | $ 12.00 | 2,160.00 |
| Structural Excavation Below Elevation Shown | 20 cu. yds. | 25.00 | 500.00 |
| Furnish (10" BP 42#) | 200 lin. ft. | 4.50 | 900.00 |
| Drive Steel Piles | 8 only | 55.00 | 440.00 |
| Splice Steel Piles | 2 only | 50.00 | 100.00 |
| Class "A" Concrete (Chickahominy Cr. Br.) (283 cu. yds.) | All Required | | 21,600.00 |
| Metal Reinforcement (Chickahominy Cr. Br.) (62,600 lbs.) | All Required | | 9,390.00 |
| 8-inch Metal Drain Pipe | 35 cu. yds. | 5.00 | 175.00 |
| | | | $ 40,765.00 |

| | |
|---|---|
| Subtotal | $ 61,893.00 |
| 10% Engr. & Cont. | 6,189.00 |
| Total | $ 68,082.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . . . | 4.116 Miles |
| Length of 2 Structures. . . . . . . . . . . | 0.033 Mile |
| Total Length . . . . . . . . . . . . . . . | 4.149 Miles |
| Cost of Roadway Per Mile. . . . . . . . . . | $134,575.07 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 3,500.00 | $ 2,000.00 | $ 1,500.00 |
| Roadway | 553,911.00 | 348,000.00 | 205,911.00 |
| Structures | 68,082.00 | 42,000.00 | 26,082.00 |
| | $625,493.00 | $392,000.00 | $233,493.00 |

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID [illegible] SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 14 1964
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1964

Mr. Stanley Wilt
P. O. Box 199
Corvallis, Oregon

Re: East Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway
Contract No. 5967

Dear Mr. Wilt:

Your letter of June 9 directed to the State Highway Department, Salem, and presenting claims on the captioned project in the total amount of $29,378.12 was referred to the Construction Department for analysis and reply.

This analysis has been completed with our findings as follows:

The first portion of the claim in the amount of $19,716.36 is for specified quantities of bid items 2, 3, 4, 5, 7 and 18 at contract bid prices without mention of reasons for these amounts. Quantities for all these items were measured and computed in accordance with established and accepted practices. We have no reason to believe these quantities as shown on the semi-final report are anything but accurate and complete. In the absence of any further information we must hold this position.

The next items of claim involves 2184 tons of coarse crushed material used for convenience of traffic movement and for which you claim a total of $8,836.60. We can only assume this is the material discussed with you in a meeting at the Roseburg Division office on November 7, 1962. In this meeting the contractor's responsibilities in maintaining the project in a suitable condition for traffic were discussed along with methods of payment for the rock used. You were agreeable to the proposals made in the meeting, and were furnished a copy of the Memo documenting the meeting. Payment for this material has been allowed in the manner agreed upon. Again, in the absence of any further information, no further allowance can be considered for this item of claim.

The next item of claim, in the amount of $111.09 is based on the difference in rental rates of $20.80 and $17.35 per hour for a LIMA #604 shovel. This shovel carries a manufacturer's rated capacity of 1-1/2 cubic yards and, therefore, a rental rate of $17.35 per hour. Therefore, the difference of $3.45 per hour as you requested cannot be allowed.

Travel expenses for the period January 2 - February 16, 1963, in the amount of $167.90 was inadvertently overlooked. This item of claim can be approved for payment.

Claim item in the amount of $268.11 for Labor and Equipment rental in September of 1963 was paid on Estimate No. 24 according to our records.

Eugene Equipment Co. Invoice No. 17840 in the amount of $19.64 is for 85 feet of 1/2 inch cable and bears the date of August 14, 1963. Except for one power grader, all equipment used on force account work had been removed from the project prior to this date. For this reason this item of claim does not appear to be in order.

Eugene Equipment Co. Invoice No. 16150 in the amount of $42.69 was for cable to outfit a winch on a D-9 dozer. This only made the equipment operational and cannot be considered as a just item of claim.

Hal Bailey Invoice No. 9651 in the amount of $124.50 lists $75.00 for transporting a 944 Hough loader from Walton to Eugene which was paid on Estimate No. 24 and $49.50 for transporting a D-9 dozer blade. This $49.50 was paid on Estimate No. 24 under Hal Bailey Invoice No. 9774. We believe this item of claim to be resolved.

Oregon Supply Co. Invoice No. 4477 in the amount of $54.96 is for grease guns and grease gun fittings used in maintenance of equipment, and for two axes retained by the contractor upon completion of the project. Under these circumstances this item of claim cannot be honored.

In summary, then, we believe onlyone item of claim, travel expense for period January 2 - February 16, 1963, in the amount of $167.90 can be honored. However, if you would like to discuss the matter with us, we will be glad to meet with you at your convenience. We suggest any meeting be held in Salem where records are available, and would appreciate several days advance notice to arrange for attendance of the necessary people.

Very truly yours,

F. D. Morgan
Construction Engineer

AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
L. H. Young
L. R. Chandler
J. E. Chaney

RECEIVED
JUN 11 1964

FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1964

SUBJECT: East Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway
Contract No. 5967

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

We attach copy of claim from Stanley Wilt in the total amount of $29,378.12 on the subject project.

Will you please carefully analyze this claim, item by item, and supply the detailed data from which an appropriate answer to Mr. Wilt can be framed. A conference with Mr. Chaney in attendance may be required.

Please give this your earliest possible attention.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: Floyd Query (w/attach.)
J. E. Chaney "

NOTED
FLOYD QUERY

GENERAL CONSTRUCTION AND ENGINEERING

**CONTINENTAL CONSTRUCTION CO., INC.**
POST OFFICE BOX 448, CORVALLIS, OREGON • TELEPHONE PLaza 3-7205

REFERRED TO Constrn Div.
BY SECRETARY

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1964

June 9, 1964

State Highway Department
Salem, Oregon

Gentlemen:

Attached hereto you will find ITEMIZED CLAIMS in connection with construction work on Mapleton - Eugene Highway, East Unit, Siuslaw River - Walton, Contract # 5967 in the amount of $29,378.12.

| | | |
|---|---|---|
| Item 2 | Drainage Excavation 922 cu.yd. @ 2.75 | $2,535.50 |
| 3 | General Excavation 28,078 cu.yd.@ .41 | 11,511.98 |
| 4 | Short Overhaul 372.240 yd.st. @ .005 | 1,861.20 |
| 5 | Long Overhaul 7970.900 C.yd.sta @ .36 | 2,869.52 |
| 7 | Rounding Cutbanks 3016.64 l.ft. @ .25 | 754.16 |
| 18 | Special Backfill 46 cu.yd. @ 4.00 | 184.00 |
| | Coarse crushed material applied for traffic after September 28, 1962 - 2184 to.@ 1.85 | 4,040.40 |
| | Extra work applying coarse crushed material incl.trucking from County stock piles at Austa and return of same as directed | 4,796.20 |

We also claim the following credits for work done on Force Account - Slide Removal:

| | |
|---|---|
| Difference on LIMA # 604 should be 20.80 instead of 17.35 =3.45 for 28 hrs. plus 15% as requested by letter of Aug.3, 1963 and supporting invoices | 111.09 |
| Travel Expense for period Jan.2-Feb.16,1963 as requested by letter Aug.1, 1963 and supporting invoices and letter of October 11,1963 | 167.90 |

Frwrd. Page 2.......... $28,831.95

GENERAL CONSTRUCTION AND ENGINEERING

**CONTINENTAL CONSTRUCTION CO., INC.**
POST OFFICE BOX 448, CORVALLIS, OREGON • TELEPHONE PLaza 3-7205

State Highway Department, Salem, Oregon

| | | |
|---|---|---|
| | Frwrd.: | $28,831.95 |
| Labor and Equipment Rent for work during month of September 1963 as requested by letter of Oct.5, 1963 and supporting invoices | | 268.11 |
| Material & Service: | | 278.06 |

| | | |
|---|---|---|
| Eugene Eq.Co. | invoice for | $19.64 |
| same | invoice for | 42.69 |
| Hal Bailey | invoice for | 124.50 |
| Oregon Supply | invoice for | 54.96 |
| | | 241.79 |
| plus 15% | | 36.27 |
| | | 278.06 |

as requested by letter of Oct.31, 1963
and supporting invoices.

$29,378.12

Please give these claims your early consideration.

Very truly yours,

Stanley Wilt

SW:o

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MAY 1 1 1964

FOR FILING

May 8, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A post-final payment for $4,496.56 will be made to Stanley Wilt, on contract #5967 for grading-oiling-structure on the East Unit of the Siuslaw River-Walton Section of the Mapleton-Eugene Secondary Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $683,623.50, including the post-final payment. Of the total, $109,720.86 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jack F. Porter, Res. Agent
137 South 2nd
Corvallis, Oregon

cc: Mr. Stanley Wilt
P. O. Box 199
Corvallis, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 5-8-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay [illegible]

Contract No. 5967, Est. No. 25, Date: to 9/13/63, Amt. $[illegible].56

Contractor Stanley Wilt

| | | |
|---|---|---|
| Totals to date: | Paid to contractor | $ 683,623.50 |
| | Amount of force account | $ 109,[illegible].86 |
| | Amount of retained percentage | $ |

Claims Section
Accounting Division

3/64

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APR 17 1964

FORM [illegible]

FOR FILING

[illegible] (13)

5-96-[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1964

SUBJECT: Request for Relocation of Access Point
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

Herewith, a request from Mr. Blomquist (R/W File 32546) for relocation of an existing access on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway.

This change is requested because the existing access does not suit the needs of the property owner as well as the proposed location would. Construction is to be by and at the expense of the property owner.

There will be no change in the use restrictions nor is there any change in the sight distance or other safety features.

It is the recommendation of this office and approved by Mr. Shaw that this access be granted. It is anticipated that the Bureau's concurrence will be a matter of routine.

F. D. Morgan
Construction Engineer

by

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

EAP:dc
Attach.
cc: Lloyd P. Shaw ✓
L. R. Chandler
J. F. Hagemann

RECEIVED
APR 16 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1964
FOR FILING

FORM E-30 50M 12-63 54676

[illegible] (17)

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 9, 1964

SUBJECT: Request for Relocation of Access Point
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway
Lane County

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
OFFICE

Attached is a request from Mr. Blomquist (R/W File 32546) for the relocation of an existing access on this section. The request is made because of the fact that the location of the access as it exists does not suit the needs and desires of the property owner as well as the proposed location would.

Construction is to be by and at the expense of the property owner. There is no change in the use restrictions on the access nor is there any change in the sight distance or other safety features.

Approval of the requested relocation is recommended. It is anticipated that Bureau of Public Roads concurrence will be a routine matter.

F. D. Morgan
F. D. Morgan
Construction Engineer

CHB:dc

Attach.

cc: W. T. Wright

4-15-64
Lloyd P. Shaw

original To Morgan
with file
cc Wright
4-13-64

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 1964

FOR FILING

[illegible]

Salem, Oregon
March 18, 1964

R/W 22526

Agenda Item 1e-8

File No. 32541 - Keith
East Unit, Siuslaw River-
Walton Section
Mapleton-Eugene Highway
Lane County

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the Lyall Keith property on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

RECEIVED
APR 6 1964

FOR FILING

[illegible]

5969

Salem, Oregon
March 18, 1964

Agenda Item 1e-9

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

File No. 32546 - Blomquist
East Unit, Siuslaw River-
Walton Section
Mapleton-Eugene Highway
Lane County

Attached for further handling are two fully executed copies of an Indenture of Access to the George A Blomquist property on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

FORM 2-50 50M 5-62 43906

1-e-9

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1964

To:

Mr. Floyd Query
Secretary

BUILDING

SUBJECT: AGENDA ITEM FOR MARCH 12
COMMISSION MEETING
File No. 32546 - Blomquist
East Unit, Siuslaw River-
Walton Section
Mapleton-Eugene Highway
Lane County

AGENDA
MAR 12 1964
12-9

1 copy in suspense

Please place on the agenda of the March 12 meeting the matter of approving an Indenture of Access between the State of Oregon and George A. and Irene F. Blomquist.

Two copies of the instrument should be returned to us after approval and execution by the Commission.

This is a secondary project on which the construction has not been completed. No action is required from the Bureau of Public Roads at this time.

L. I. LINDAS
Chief Counsel

By

for Walter T. Wright
Right of Way Engineer

SM
cc: L. I. Lindas
Attachments (3)

Ⓐ
2 COPIES TO BE SIGNED
By Commission

NOTED
FLOYD QUERY

RECEIVED
MAR 10 1964
FOR FILING

March 9, 1964

Mr. A. W. Hilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed September 13, 1963 on the S. Unit, Siuslaw River-Walton Section in Lane County, State Highway Contract No. 5967.

Agreement with your company is involved in connection with work on this project.

This notification was inadvertently sent to the wrong company September 17, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

cc: C. H. Hixson

RECEIVED
JAN 28 1964
FOR FILING
S-234(17)
5967

January 28, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 13, 1963, on Contract No. 5967. The contract was with Stanley Wilt and was for grading, oiling, and structures on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 27, 1964.

This matter will appear on the agenda for the Highway Commission meeting on January 30.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
DEC 12 1963
FORM E-30X 50M 3-63 49808
FOR FILING

5967

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1963

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

SUBJECT: Changes of Access Locations
E. Unit, Siuslaw River-Walton
Mapleton-Eugene Highway

Herewith a copy of eight requests for changes in location of road approaches on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway. These requests were all originated by our resident engineer on the project and their purpose is to correct the access record to conform to that actually constructed.

The Bureau of Public Roads has been contacted with their approval to consist of final acceptance of the completed project. No action is required by the Bureau of Public Roads at this time.

It is the recommendation of this office and approved by Mr. Shaw that these changes of accesses be granted.

F. D. Morgan
Construction Engineer

by

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

EAP:db
Attach.
Lloyd P. Shaw
L. R. Chandler

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DEC 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

December 3, 1963

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County a fully executed copy of an abandonment agreement between the State Highway Commission and Lane County covering the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

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FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1963

SUBJECT: Changes of Access Locations
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached are copies of eight requests for changes in the location of road approaches on this project. These requests were all originated by our Resident Engineer on the project and their purpose is to correct the access of record to conform to the actual location as constructed.

Approval of the recommended changes is requested. The Bureau of Public Roads has been contacted, but their approval will consist of final acceptance of the completed project. No action is required by the Bureau of Public Roads at this time.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: W. T. Wright

original To Morgan
with file

cc Wright

12-6-63

12-6-63

# INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No.

Date November 26, 1963
File No. 29499
Section East Unit, Siuslaw River-Walton
Highway Mapleton-Eugene
County Lane

1. Original Grantors: Howard Edward and Betty Ann Smith

2. Present Owners: James G. and Vadis Gray

3. Address of Present Owners: Walton, Oregon

4. Are deed copies attached which will complete chain of title? No

5. Access Point to be Canceled:

| Station | Side of Highway | Width | Use Restriction | Constructed? |
|---|---|---|---|---|
| 741+50 | South | Not Given | Unrestricted | No |

6. Access Point to be Granted:

| Station | Side of Highway | Width | Use Restriction | Constructed? |
|---|---|---|---|---|
| 741+95 | South | 16' Top Surface | Unrestricted | Yes |

7. Reason for Change of Access: Existing railroad crossing is at station 741+95 rather than 741+50.

8. Will change affect safety of use or highway traffic capacity? Explain.

9. Filing fee of $5 is enclosed _____. Fee is waived X. Road Approach Permit is attached _____.

10. State will construct x. Estimate of cost and check in amount of $__________ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state _______.

RECOMMENDED:

James E. Chaney
DMS Resident Engineer

Division Engineer

S. L. Decker
Construction or Maintenance Engineer

APPROVED:

Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63

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5967

November 18, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 5
November 22, 1963 Meeting

Gentlemen:

We have received a request for a time extension on the East Unit, Siuslaw River-Walton Section grading and oiling project on the Mapleton-Eugene Highway in Lane County. This project, Contract No. 5967, is under contract to Stanley Wilt of Corvallis.

The contractor cites a number of job changes which he states will justify an extension of 79 workdays. We find that two of the items have merit. The quantity of grading overran nearly 80,000 cubic yards and would justify 11 extra days, and the contractor spent 31 days on slide removal which was not anticipated at the time of the contract letting.

The job was completed using 181 workdays. The original allowance was 140 workdays, so the overrun in time was 41 days. We can justify a total of 42 workdays, so we recommend that a total of 41 workdays be granted which will eliminate liquidated damages on the project.

This matter will be presented to you at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

CHB:fp bbc

FORM E-30 50M 3-63 69607

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1963

SUBJECT: Time Extension
E. Unit, Siuslaw R.-Walton Section
Mapleton-Eugene Highway
Contract No. 5967

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

We have received a request for a 79 workday extension on this project from Stanley Wilt, contractor. He cites all of the changes, both major and minor, which occurred on the project in order to justify the extra time.

There are two items mentioned in his list that have merit -- the overrun of grading quantity and the slide removal work. The grading quantity overran some 79,550 cubic yards which would entitle the contractor to an additional 11 work days at his average production rate of about 7,000 yards per day. In addition, he spent 31 work days removing slides. Although the major portion of the project was available to the oiling subcontractor during this time, we feel that requiring the oiling to be done in segments rather than in one continuous operation would be excessively expensive to the contractor and would not give as good a job. We therefore feel that a 31-day extension would be justified for this reason.

We can, therefore, justify 42 additional work days. The original work day allowance was 140 days. The project was completed after being charged 181 days, which is 41 days over the allowed limit. We recommend a 41-day extension.

This is a FAS project and Bureau of Public Roads' concurrence is not required. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CHB:fp
Attach.
cc L. H. Young

RECEIVED
NOV 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

E—330 (Rev.)—5M—10-57

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays #5
to
# Complete Construction Contract

**Oregon State Highway Commission**
**Salem, Oregon**

Date July 17, 1963

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 219 days, within which to complete our Contract No. 5967, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: extra work and changes in plans:

| | |
|---|---|
| 1. Clearing and Grubbing | 4 days |
| 2. Drainage Excavation, incl. Backfilling | 3 days |
| 3. General Excavation, incl. extra Borrow | 17 days |
| 4. Produce Rip Rap changes | 9 days |
| 5. Sub grade work not on plans | 3 days |
| 6. Slide Correction, incl. widening Drill. & Shooting | 6 days |
| 7. Slide Removal in 1963 | 35 days |
| 8. Changes in Pipe, incl. residence water line | 1 day |
| 9. Additional drainage pipe | 1 day |
| Total | 79 days |

Respectfully submitted,

Stanley Wilt
Contractor

By Stanley Wilt

APPROVED BY
DATE Nov. 22, 1963 for 41 workdays
Floyd Query

## CONSENT OF SURETY

Date July 17, 1963

We, Glens Falls Insurance Company of Glens Falls, N. Y., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. F. Porter
J. F. PORTER Attorney

J. F. Porter
J. F. PORTER Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request

for

# Increase in Number of Workdays

to

# Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5967 Contractor Stanley Wilt

Highway Mapleton - Eugene

Section East Unit, Siuslaw River - Walton

Kind of Work Grading, Oiling and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 11 days for overrun of grading quantities and 31 days for slide removal.

Recommended for Approval:

Division Engineer

A. L. Decker
Asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5967

Project designation S-234(17)
State-Federal

Date awarded September 15, 1961

Work started September 25, 1961

Per cent completed 100% Sept. 13, 1963
Date

No. of Workdays Allowed 140

No. of Workdays Used 181

No. of Added Workdays Requested

FORM E-1 (REV. 6-63)

OREGON STATE HIGHWAY DEPARTMENT

# FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 8939 & 8940

WEEK ENDING: November 16, 1963

SECTION: East Unit, Siuslaw River - Walton Sec

SECTION PREFIX: 120-1077

HIGHWAY: Mapleton - Eugene

COUNTY: Lane

NAME OF JOB: East Unit, Siuslaw River - Walton

KIND OF WORK: Grading, Oiling and Structures

CONTRACTOR: Stanley Wilt

CONTRACT NUMBER: 5967

FEDERAL AID PROJECT NUMBER: S-234(17)

DATE OF CONTRACT: September 15, 1961

DATE WORK STARTED: September 25, 1961

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: none SUPERVISION: none

SPECIFIED WORK DAYS: 140

WORK DAYS USED: 181

PERCENT OF TIME ELAPSED: 129.3 %

PROJECT AUTHORIZATION: $775,641.98

ENGINEERING AUTHORIZATION: $75,806.99

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $699,843.99

ENGINEERING COST TO DATE: $79,279.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $703,378.89

PERCENT OF AUTHORIZATION: 104.6%

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.5%

DATE PROJECT WAS COMPLETED: September 13, 1963

## ESTIMATED PERCENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L. PROD. |
|---|---|---|---|---|---|---|
| 100% | 100% | 100% | 100% | 100% | 100% | |

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL & BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| MILES IN PROJECT | 4.06 | 4.12 | | 4.12 | |
| MILES PARTIALLY COMPLETED | 4.06 | 4.12 | | 4.12 | |
| MILES COMPLETED | 4.06 | 4.12 | | 4.12 | |
| TOTAL ESTIMATED QUANTITIES (CONTRACT) | 326,800 c.y. | 80,400 c.y. | | 3,870 c.y. | |
| TOTAL QUANTITIES CORRECTED TO DATE | 375,844 c.y. | 80,830 c.y. | | 4,028 c.y. | |
| ESTIMATED QUANTITIES MOVED OR PLACED TO DATE | 375,844 c.y. | 80,830 c.y. | | 4,028 c.y. | |
| AVERAGE DAILY QUANTITIES | none | none | | none | |
| AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME | none | none | | none | |
| NUMBER OF SHIFTS PER DAY | ---- | ---- | | ---- | |
| HOURS PER SHIFT | ---- | ---- | | ---- | |

EQUIPMENT USED DURING THE WEEK:

| | WEATHER | HOURS DELAY | CAUSE OF DELAY |
|---|---|---|---|
| SUNDAY | Showers | | |
| MONDAY | Partly Cloudy | | |
| TUESDAY | Occnl. Showers | | |
| WEDNESDAY | Rain | | |
| THURSDAY | Overcast A.M.<br>Rain P.M. | | |
| FRIDAY | Fair | | |
| SATURDAY | | | |

NOTED
LLOYD P. SHAW

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1963
NOTED

## GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

| | |
|---|---|
| SUNDAY | |
| MONDAY | |
| TUESDAY | |
| WEDNESDAY | |
| THURSDAY | |
| FRIDAY | |
| SATURDAY | |

## REMARKS

Three men working on semi-final estimate 4 days this week.

Semi-final Estimate submitted to Division Office on Friday
November 15, 1963

SIGNED James E. Chaney Resident Engineer

ADDRESS 1410 Orchard Strret, Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

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5467

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
October 21, 1963

**SUBJECT:**

**To:** Mr. L. R. Chandler, Division Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

This is to advise you that the following section of highway has been completed and opened to traffic:

Section E. Unit, Siuslaw River-Walton

Highway Mapleton-Eugene Highway No. 220

County Lane

Pursuant to an abandonment agreement between the State and Lane County dated (pending signature), the County shall accept jurisdiction over and maintain as part of the county road system Unit A of the old right-of-way and the State shall place the old highway in serviceable condition before turning it over to the county.

Inasmuch as the Highway Commission will adopt a resolution in the near future abandoning these portions of old right-of-way to the county, please contact the county to inspect and correct any deficiencies in the old highway before it is given to the county.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

cc: I. A. DeFrance
D. J. Sage, DMS
H. S. Cox

NOTED
LLOYD P. SHAW

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SEP 17 1963
FOR FILING

September 17, 1963

Mr. H. F. May, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

This is to advise you that work was completed September 13, 1963, on the East Unit, Siuslaw River-Walton Section in Lane County, State Highway Contract No. 5967.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

EBP:jb

cc: C. H. Maison

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Salem, Oregon
July 23, 1963

Increase in Project Authorization

Mr. James E. Chaney
Resident Highway Engineer

This is to advise you that at its meeting of July 18, 1963, the Highway Commission approved an increase of $83,497.42 in project authorization on Contract No. 5967, East Unit, Siuslaw River - Walton Section of the Mapleton - Eugene Highway in Lane County.

The new authorization for construction is $775,641.96. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: L. R. Chandler

DEP:pas

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JUL 18 1963
FOR FILING

| |
|---|
| 5-234 (17) |
| |
| 45967 |

July 17, 1963

Mr. Earl Whittaker
Mapleton Garage
Mapleton, Oregon

Dear Mr. Whittaker:

I wish to thank you for your letter of July 8 regarding "Route F" from Mapleton to Eugene.

As you are obviously quite well informed on matters concerning State Secondary Highway No. 220 (Route F), you no doubt are aware that the unoiled section remaining has been under contract since the fall of 1961 for grading, oiling, and structures. Also, the contractor has experienced difficulty in finishing his project as rapidly as desired, partly because of slide conditions and unusually rainy weather.

About one month of satisfactory weather should permit completion of this project and make driving more pleasant. When completed, it will include approximately 376,000 cubic yards of grading, 81,000 tons of surfacing rock, and 3,900 cubic yards of oiling aggregate, at a cost of $760,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter

MAPLETON, OREGON July 8, 1963

M Oregon State Hiway Commission
Salem Oregon

IN ACCOUNT WITH

# MAPLETON GARAGE

**Repairing** ★ **Wrecker Service**

**Fish Tackle** ★ ★ **Hardware**

Gentlemen:

This is a letter I've intended to write for some time. Yesterday, Sunday July 7 after a trip to Eugene over Route F, I find it cannot be put off another day.

I operate the 76 Station & garage at the junction of Hiway 36 & Route F in Mapleton. As a result we have many inquiries about the condition of Route F. Especially why it is not completed. Many do not drive it because of the dust and tire breaking & penetrating graveled section.

I know-to have the road completed will cut my tire repair business down, but am willing for that to happen.

The condition of the unfinished portion of Route F is very poor and does not improve. It is a 15 or 20 mile an hour road with strings of cars from 6 to 20 in line. Yesterday rain kept the dust down.

over

a water wagon & grader would certainly help.

I noticed in the Eugene paper last week that traffic was up over 19% on Route F. It would be more than that if completed, as many do not travel it under the existing conditions.

I had a state engineer stand in my garage doorway & tell me last spring that the road would be completed by August of 1962, although the contract could go to Oct 1, 1962. Now that was over a year ago. The traffic on week ends is tremendous, no doubt nearly as much as on the Free way between Eugene & Portland. Also in the summer during the week traffic is plenty. This road is outdated to handle traffic long before completion. It is a slow road on account of many curves, and was not built to handle the traffic it gets.

MAPLETON, OREGON July 8, 1962

M

IN ACCOUNT WITH

# MAPLETON GARAGE

**Repairing** ★ **Wrecker Service**
**Fish Tackle** ★ ★ **Hardware**

As you know doubt know the 2nd largest amount of concentrated population in Oregon is in the Eugene & Springfield area with many near smaller towns. When people want to go to the coast, they wish to go the shortest, quickest & best way. Route F gets the nod although it is not the best road.

One resident of Portland said no wonder this road is not finished, the state is too busy making freeways and Freeways, overpasses, underpasses, & buying up right of way in Portland. Could be.

It seems as tho some one must be dragging their feet.

I certainly hear plenty of talk about the condition and traffic on this road, and I assure you it is not good.

Heres to getting something done.

Sincerely yours
Earl Whittaker

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JUN 27 1963
FOR FILING

S-234(17)

5967

June 26, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 5967, the East Unit, Siuslaw River-Walton grading, oiling and structures project in Lane County is anticipated. Stanley Wilt of Corvallis is the contractor.

The original project authorization was $692,144.82. The present anticipated cost is $775,642.24, indicating an overrun of $83,497.42 or 12.1 per cent.

The major reasons for the overrun are unanticipated slide removal work and an overrun in the general excavation caused by a greater shrinkage than was anticipated.

This request for an additional authorization will be presented to you at the July 18 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

DES:fp bbc

FORM E-30 90M 11-61 40830

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1963

SUBJECT: Overrun of Project Authorization
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway
Contract No. 5967

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a "Report of Expected Overrun of Project Authorization" on the subject contract. This project, for grading, oiling and structures, is under contract to Stanley Wilt of Corvallis.

The original project authorization was $692,144.82. The present anticipated cost is $775,642.24, indicating an overrun of $83,497.42 or 12.1 per cent.

The major reasons for the overrun are unanticipated slide removal work and an overrun in the general excavation item caused by a greater shrinkage than was anticipated. Approved Extra Work Orders for slide removal work total $65,346.25. Additional quantities involved in general excavation total 49,000 cubic yards or $20,090.00.

It is recommended that the project authorization be increased by $83,497.42, from $692,144.82 to $775,642.24.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

LLOYD P. SHAW

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young

RECEIVED
JUN 12 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 19 1963
FOR FILING

S-234(17)

5967

FORM ... 10-62 48823

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1963

SUBJECT: Final Utility Bill
Pacific Northwest Bell
Contract No. 5967
Project No. S-234(17)

To: MEMORANDUM

An audit has been made of the charges included in bill No. 43058-5167 submitted by Pacific Northwest Bell in accordance with the provisions of the approved Secondary Road Plan.

No exceptions were found and the total amount of $768.63 as claimed by the company was processed for payment in full, to be submitted to the Bureau of Public Roads as being eligible for Federal Participation in accordance with Bureau of Public Roads PPM 30-4.

A copy of this audit report is available for inspection in the Accounting Department files.

C. H. Maison
Auditor

By:
Jess Jones
Accounting Division

JJ:jc

cc: Bureau of Public Roads (3)
L. H. Young
Arnold Kahler
General Files

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AUG 2 - 1963
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OREGON STATE HIGHWAY DEPARTMENT

# Report on Expected Over-run of Project Authorization

Project Name East Unit, Siuslaw River - Walton
Date May 31, 1963
Highway Mapleton - Eugene
Contract No. 5967
County Lane
Kind of Work Grading, Oiling & Structures
Contractor Stanley Wilt
Contract Amount 5967 $ 536,748.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

| | Quantity | Unit Price | Amount |
|---|---|---|---|
| Item 3. General Excavation | 49,000 | 0.41 | $20,090.00 |
| Item 23. Coarse Crushed Material in Base | 3,280 | 1.85 | $ 6,068.00 |

| | | |
|---|---|---|
| Minor items, unitemized algebraic total | - $ 5,632.96 | |
| Subtotal | | $ 20,525.04 |
| Approved work orders (Price, extra work and state force orders) | | $ 138,727.54 |
| Expected over-runs and under-runs in work orders: | Amount | |
| Major items, itemized: | | |
| Minor items, unitemized algebraic total | - $17.37 | |
| Subtotal | | $ - 17.37 |
| Authorization for engineering | | $ 67,536.87 |
| Expected over-run or under-run of engineering authorization (8% of work remaining) | | $ 8,270.12 |
| Costs not included above (explain) | | $ 0.0 |
| Allowance for future contingencies (4 % of work remaining) | | $ 4,135.06 |
| Credits to come from transfers and deductions Extra Water Pipe transferred to Maintenance | | $ - 283.52 |
| Present estimate of project cost | | $ 775,642.24 |

Brief Statement of principal causes of over-run:

The principal causes of this overrun are the slide removal work which was not anticipated and the other secondary cause is the overrun of the general excavation due to a larger shrinkage than what was anticipated.

**INSTRUCTIONS**

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 692,144.82 |
| Present estimate of project cost | $ 775,642.24 |
| Expected over-run (Amount) | $ 83,497.42 |
| Expected over-run (per cent) | 12.1 % |

Space to right of this line is for use of Salem office.

Submitted by: William N. Bailey
Resident Engineer

Noted by:
Asst Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by: Lloyd P.
~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

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APR 16 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible] (19)

5967-

April 16, 1963

The Western Union Telegraph Company
742 Market Street
San Francisco 2, California

Attention: H. S. Rodney
Division Cashier

Gentlemen:

The final audit on your bill for work done in connection with the Judkins Point-Goshen Section and the East Union Siuslaw River-Walton Section have not been received from the Bureau of Public Roads. Since we do not control the auditing of these bills, we are unable to advise you when payment will be made. The retained percentage will be released upon receipt of the audit.

Very truly yours,

C. H. Maison
Auditor

By: D F Wolfe
D. F. Wolfe
Accounting Division

DFW:jc

cc: Forrest Cooper ✓
Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
FEB [illegible] 1963

FOR FILING
234(17)

5967

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

February 19, 1963

Attention: Mr. C. H. Maison, Auditor

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Oregon Projects S-234(17) and S-473(3)
Pacific Northwest Bell Telephone Co. Bills
Courtesy Audits

The audit has been completed on subject utility invoices Nos. 43045-5129, dated 7-20-62, and 44900-4142, dated 8-30-62, by our Regional office audit staff. No exceptions were noted by the auditor. Attached are four copies of audit certificate, one copy each of the above utility invoices and copies of the exchange of correspondence as submitted with your letter of October 15, 1962.

Attachments

RECEIVED
FEB 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Original and attachments
to Maison 2-21-63

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JAN 3 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

S-234(17)

January 2, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

ATTENTION: Mr. V. H. Deakin

Re: Telephone Line Adjustments
Stations 869 to 872
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway - Lane County
Project No. S-234(17)
Your File: RO #43058, Walton

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities made necessary by the slide between the abovementioned Stations as submitted with your letters of December 10 and December 19, 1962, have been approved by the State. As of December 31, 1962, you are authorized to proceed with ~~plan #2~~ PLAN #1, as mentioned in your letter of December 10.

Prior to beginning work you are requested to do the following:

1. Contact Mr. D. J. Sage, District Maintenance Superintendent for District 3-A, P. O. Box 1269, Eugene, Oregon, Phone DI. 2-1361, Ext. 287, in regard to obtaining a permit for crossing or relocating on State highway right of way.

2. Contact Mr. William N. Bailey, Resident Engineer for this project, 1410 Orchard Street, Eugene, Oregon, Phone DI. 2-1361, Ext. 297, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work done subsequent to December 31, 1962, will be made in accordance with PPM 30-4, and all supplements thereto.

Very truly yours,
F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh
cc: L. H. Young
C. H. Maison
A. V. Parsons
L. R. Chandler
William N. Bailey
D. J. Sage
P. R. Barnhart
General Files

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DEC 28 1962
FOR [illegible]

[illegible](17)

5967

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

RE: Completion Erosion Control Work
Siuslaw River-Walton Section
Mapleton-Eugene Highway
Contract #5967
S-234(17)

Dear Mr. Parsons:

The erosion control work on the subject job, authorized in order for State force work dated August 17, 1962 was completed November 16, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

ZAH:ls

cc: Doug Parker
Landscape
Construction
L. R. Chandler

RECEIVED
1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

(17)

5961 —

December 13, 1962

Blachly-Lane County Cooperative Electric Association
Route 1, Box 1620
Eugene, Oregon

ATTENTION: Mr. Dale C. Swancutt

Re: Power Line Adjustment
Stations 849 to 872
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway - Lane County
Project No. S-234(17)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities, made necessary by the slide between the abovementioned Stations, as submitted with your letter of December 6, 1962, have been approved by the State. As of December 12, 1962, you are authorized to proceed with Plan "B" as detailed in your letter of December 5, 1962, to Mr. Paul Barnhart.

Prior to beginning work you are requested to do the following:

(1) Contact Mr. D. J. Sage, District Maintenance Superintendent for District 3-A, P. O. Box 1269, Eugene, Oregon, Phone DI. 2-1361, Ext. 287, in regard to obtaining a permit for crossing or relocating on State highway right of way.

(2) Contact Mr. William N. Bailey, Resident Engineer, for this project, 1410 Orchard Street, Eugene, Phone DI. 2-1361, Ext. 297, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work done subsequent to December 12, 1962, will be made in the amount of $1,862.71, in accordance with Paragraph 7-c(3) of

PPM 30-4 upon receipt of your statement which must indicate commencement and completion dates.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjb

cc: L. H. Young
C. N. Watson
A. W. Parsons
L. R. Chandler
W. N. Bailey
D. J. Sage
Paul R. Barnhart
General Files

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5967

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 4, 1962

**SUBJECT:**

Final Utility Bill
Blachly-Lane County
Cooperative Electric Assoc.
Contract 5967
Project S-234(17)

**To:**

Memorandum

An audit was made of the charges included in the bill submitted by the Blachly-Lane County Cooperative in accordance with the provisions of the approved Secondary Road Plan.

The total amount of $11,904.78 as claimed by the Company is approved for payment and claimed as eligible for federal participation.

C. H. Maison
Auditor

By:
D. F. Wolfe
Accounting Division

cc : Bureau of Public Roads(3)
L. H. Young
Clair Palmer
General Files

DFW:na

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Salem, Oregon
November 27, 1962

E. Unit, Siuslaw R.-Walton
Mapleton-Eugene Highway
Lane County
Contract No. 5967

Mr. William H. Bailey
Resident Highway Engineer
1410 Orchard St.
Eugene, Oregon

This is to advise you that at its meeting on Nov. 20, 1962, the State Highway Commission approved an increase of $56,015.00 in project authorization on the subject contract.

The new authorization for construction is $692,144.56. This amount should be used in all future reports.

L. H. Young
Office Engineer

DBP:bb

cc: L. R. Chandler

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NOV 15 1962
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[illegible]

November 15, 1962

Oregon State Highway Commission

Gentlemen:

It is now apparent that an overrun in the project authorization for the East Unit of the Siuslaw River-Walton Section will occur. This is Contract 5967 and is on the Mapleton-Eugene Highway in Lane County. The original authorization was for $636,130 and it is now anticipated that $692,145 will be needed. This is an overrun of $56,015 or 8.8 per cent.

The major causes for this overrun are that riprap material, which was anticipated could be obtained in the roadbed cuts, did not materialize and it was necessary to obtain the rock from other sources. Slow progress on the part of the contractor necessitates another season in which to complete the work which will cause a substantial engineering overrun.

The matter will be on the agenda for the November 20 Commission meeting, and I recommend that you authorize the increased authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan

RLP:ajw hlb

FORM E-30 80M 5-62 43908

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1962

SUBJECT: Overrun of Project Authorization
E. Unit, Siuslaw River-Walton Section
Mapleton-Eugene Highway
Contract No. 5967

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a Report on Expected Overrun of Project Authorization on the abovenamed project which is under contract to Stanley Wilt of Corvallis. The original authorization was $636,129.56. The present anticipated cost is $692,144.82, indicating an overrun of $56,015.26, or 8.8%.

The primary reason for the overrun is that the material encountered on the project had an unexpectedly high shrinkage rate. This required that some 30,000 additional yards of material be moved, some of which was borrow from off the project. Also, riprap had to be imported to the project from a quarry. Both the additional excavation and the riprap are covered by approved Price Agreements.

The engineering costs on the project overran due to the fact that the job has been run rather inefficiently and has required closer attention than had been anticipated. The project is only about half done now but 76% of the time has been used.

It is recommended that the project authorization be increased as noted above. A rough draft to the Commission is attached.

This matter has been discussed with the Area Engineer for the Bureau of Public Roads, but since this is a Secondary Project, their formal approval is not required.

F. D. Morgan
Construction Engineer
By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

Siuslaw River - Walton - Overruns

| | |
|---|---|
| Contr. Items | 6103 |
| EWO | 52007 |
| Engr | 22301 |
| Rip Rap | 18600 |
| Cont | 11151 |
| | 110,162 |
| Conting & Add Items | 54145 |
| | 56,017 |

Form A-13

OREGON STATE HIGHWAY DEPARTMENT

# Project Authorization and Record of Work Orders

3 (1)

| | | | |
|---|---|---|---|
| Section | E. Unit, Siuslaw River-Walton | Contract No. | 5967 |
| Highway | Mapleton-Eugene | F. A. Project No. | S-234(17) |
| County | Lane | Job Prefix | 120-1077 |
| Kind of Work | Grading, Oiling and Structures | Date of Award | 9-15-61 |
| Contractor | Stanley Wilt | Division Engineer | ~~F.~~ D. Morgan<br>R. C. Chandler |
| Specified Work Days | 140 | Resident Engineer | William N. Bailey |

## CONSTRUCTION AUTHORIZATION

| | | |
|---|---|---|
| Contract amount | | $536,748.50 |
| Additional anticipated items: | | |
| A- Flagging | $ 9,000 | |
| E Seeding and Mulching | 3,800 | |
| B- Adjust Utilities | 14,200 | |
| D- Directional Signing | 700 | |
| C- Salvage Old Bridge | 1,000 | |
| | | 28,700.00 |
| Subtotal | | $565,448.50 |
| Contingencies (4½%) | | 25,445.18 |
| Construction Engineering (8%) | | 45,235.88 |
| Subtotal | | $636,129.56 |
| Credit for maintenance rock | | |
| Total original construction authorization | | $636,129.56 |

Authorization increases, approved by Commission: $

Total present construction authorization $

## RECORD OF WORK ORDERS

| | Date Order Received | Date of Order | Kind of Order | Number of Order | Net Amount | Date Distributed to Field | REMARKS |
|---|---|---|---|---|---|---|---|
| A- | 10-10-61 | 10-5-61 | EW | 1 | 9,000.00 | 10-11-61 | |
| B | 11-9-61 | 10-30-61 | SF | 1-285 | 3,324.00 | 11-10-61 | Western Union Tel. Poles |
| B- | 11-9-61 | 10-30-61 | SF | 2-285 | 1,729.00 | 11-10-61 | Pacific N.W. Bell Telephone Co. |
| B- | 12-27-61 | 12-20-61 | S.F | 3-285 | 14,981.79 | 1-4-62 | Blachly-Lane Co. Co-op. Elect |
| | 12-27-61 | 12-20-61 | E.W. | 3 | 3,831.80 | 1-5-62 | 84" C.M.P |
| | 2-6-62 | 1-22-62 | PA | 1 | 3,384.00 | 2-7-62 | 54" in lieu of 36" CMP |
| | 2-16-62 | 2-6-62 | EW | 5 | 745.50 | 2-19-62 | Relay Pipe thru Conduit |
| | 2-20-62 | 2-15-62 | EA | 2 | 500.00 | 2-21-62 | Xtra Clearing |
| | 3-9-62 | 1-25-62 | EW | 4 | 230.00 | 3-12-62 | 2 Gates on Appr. Rds. |
| C- | 3-14-62 | 2-28-62 | SF | 4-266 | 1,020.00 | 3-19-62 | Remove Existing Bridge |
| | 4-11-62 | 3-20-62 | SF | 5-276 | 360.00 | 4-19-62 | Perm. Signing |

State Printing

(Continued on reverse side)

5967

## RECORD OF WORK ORDERS—(Continued)

| Date Order Received | Date of Order | Kind of Order | Number of Order | Net Amount | Date Distributed to Field | REMARKS |
|---|---|---|---|---|---|---|
| D - 4-13-62 | 4-3-62 | EW | 6 | 1776.79 | 4-13-62 | |
| 6-28-62 | 6-22-62 | EW | 7 | 600.00 | 6-29-62 | Slide Correction |
| 7-16-62 | 7-9-62 | PA | 2 | 4,900.00 | 7-20-62 | Borrow Excav. to Complete Fills |
| 8-9-62 | 8-2-62 | SF-~~233~~ | 6-133 | 2916.00 | 8-17-62 | Horiz Drains |
| 8-14-62 | 7-27-62 | EW | 7- Supp. | 1,037.50 | 8-17-62 | Supp. Slide Corr. |
| E - 8-29-62 | 8-17-62 | SF | 7 224<br>238 | 3840.00 | 8-30-62 | seeding & Mulching |
| 9-24-62 | 9-1-62 | PA | 3 | 18,600.00 | 9-27-62 | Loose Rip Rap |
| 10-26-62 | 10-20-62 | EW | 8 | 575.00 | 10-29-62 | Repair Storm Damage |

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DEC 7 1962

Form No. [illegible]

OREGON STATE HIGHWAY DEPARTME

# Report on Expected Over-run of Project Authorization

Project Name East Unit, [illegible] River - Walton Sec. Date [illegible], 1962
Highway [illegible] - [illegible] Contract No. 5967
County [illegible] Kind of Work Grading, Oil, [illegible] Contractor [illegible]
Contract Amount $536,74[illegible].50

5967

Expected over-runs and under-runs in contract items:

Major items, itemized:

| | Quantity | Unit Price | Amount |
|---|---|---|---|
| Item 3. General Excavation | 12,[illegible] C.Y. | 0.21 | [illegible] |

Minor items, unitemized algebraic total [illegible]
Subtotal $[illegible]
Approved work orders (Price, extra work and state force orders) $[illegible]
Expected over-runs and under-runs in work orders:

Major items, itemized:

| | Amount |
|---|---|
| P.A.[illegible], Borrow Excavation | [illegible] |
| EWO 1, Flagging | -[illegible] (credit) |
| EWO 2, [illegible] Clearing | 2,000.00 |

Minor items, unitemized algebraic total -[illegible].71 (credit)
Subtotal $[illegible].71
Authorization for engineering $45,235.08
Expected over-run or under-run of engineering authorization [illegible] work remaining $[illegible]
Costs not included above (explain) Unapproved P.A. #3 for Loose Riprap $1[illegible]
Allowance for future contingencies (4 % of work remaining) $11,15[illegible].50
Credits to come from transfers and deductions $0
Present estimate of project cost $[illegible]

Brief Statement of principal causes of over-run:

Rock quantity [illegible] not develop in the [illegible] so it was necessary to [illegible] rip-rap material for slope protection and also the general excavation is running over the [illegible] quantity due to high shrinkage of [illegible] clay soil when it dries out and xx is compacted.

**INSTRUCTIONS**

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $[illegible]
Present estimate of project cost $[illegible]
Expected over-run (Amount) $[illegible]
Expected over-run (per cent) [illegible]

Space to right of this line is for use of Salem office.

Submitted by: William N. Bailey
Resident Engineer

Confirmed by:
Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

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SEP 10 1962
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FORM E-10 [illegible] 11-61 40230

5967

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1962

SUBJECT: E. Unit, Siuslaw River-Walton Section
Contract No. 5967

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Reference is made to your inquiry concerning progress on this project. As you state, the contractor has completed all the grading and is now beginning to place the base rock. We are working toward placing one lift through the entire project before proceeding with further rock lifts. By this method we anticipate covering the entire grade prior to any of the fall rains. We also expect to have all the rock work completed prior to October 15. We will not attempt to place the oil mat this late in the season.

The traffic is now using almost all of the new grade without difficulty. However, if we were to have a prolonged rainy spell in the next couple of weeks, we could anticipate a traffic problem. There is nothing we can do to alleviate the situation that we are not already doing now. A part of the problem has been the difficulty in opening the quarry and in getting down rock that can be handled by the contractor's crushing equipment.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: L. R. Chandler

RECEIVED
SEP 6 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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SEP 5 1962
FOR FILING

5967

Salem, Oregon
September 4, 1962

Mr. F. D. Morgan
Construction Engineer
Building

East Unit, Siuslaw River-
Walton Section
Mapleton-Eugene Highway
Contract 5967
Lane County

Reference is made to the Resident Engineer's weekly report for the period ending August 24, 1962. It appears that the grading is substantially completed but only a trivial amount of surfacing has been placed.

Please advise if the contractor is in position to place the remaining surfacing in an expeditious manner, or whether he is apt to be caught in the fall rains with a substantial section of raw grade.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

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SEP 6 1962
FOR FILING
[illegible]
5967

August 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending one copy of revised rights of way plans sheet No. 4 for the E. Unit, Siuslaw River-Walton Section, Project No. S-234(19).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:jb

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AUG 16 1962
FOR FILING

August 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Approval is requested for State Force Work, covering horizontal drains on the East Unit, Siuslaw River-Walton Section of the Mapleton-Eugene Highway in Lane County, Contract No. 5967, in connection with Federal-Aid Project No. S-234(17).

This work is necessary to prevent potential slides. Seepage is showing in the cut between Stations 871+50 and 872+50, indicating the necessity of drainage.

The work by State forces is in the Public interest, as the contractor is not equipped for this type of work. The estimated amount is too small to be let to separate contract, particularly as the work will need to be co-ordinated with the project contractors operations and progress. The State has the special equipment and crews available to do the work in the most economical manner.

The total estimated amount of the work is $2,916.00 with Federal participation of $1,749.00 and has been verbally recommended for approval by the BPR Area Engineer.

Your approval of the work under the provisions of FPM 21-6.3 on the basis of actual cost is requested. The work will be done on our Order for State Force Work No. 6.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra

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AUG 15 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5 - 21 (16)

5967

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 14, 1962

U. S. Department of the Interior
Bonneville Power Administration
P. O. Box 3537
Portland 8, Oregon

ATTENTION: Mr. E. E. Grant

Re: Plan and Profile Sheets
E. Unit, Siuslaw River-Walton Section
-and-
R/W Map, Richardson-Walton Section
Mapleton-Eugene Highway
Lane County

Gentlemen:

In response to your letter of August 6, 1962, pertaining to the Alvey-Wendson No. 1 Line, Tract No. A-We-200, we are sending to you under separate cover a print of the construction plan and profile sheets of the E. Unit, Siuslaw River-Walton Section and the right of way map Richardson-Walton Section, Part 2, our File No. 5B-21-16.

These prints, from your description, appear to cover the section in question.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: R. L. Porter ✓

NOTED
R L PORTER

RECEIVED
AUG 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

August 6, 1962

In reply refer to:
Alvey-Wendson No. 1 Line
Tract No. A-We-200

Oregon State Highway Commission
Salem, Oregon

Attention: Division of Engineering

Gentlemen:

In connection with acquisition of transmission line easements across the N$\frac{1}{2}$SE$\frac{1}{4}$ and E$\frac{1}{2}$SW$\frac{1}{4}$ of Section 1, Township 18 South, Range 8 West, Willamette Meridian, Lane County, Oregon, we find a reference in the preliminary title report to a deed to the State of Oregon, dated October 5, 1961, Recorder's Reception No. 46463, Lane County Oregon Deed Records, for limited access.

We presume that the highway referred to is Lane County Road No. 109 (Route "F"). If however, the new highway does not follow the exact route of the Lane County road, we would very much appreciate a drawing or map showing the location of your contemplated highway, especially with reference to location of our present transmission line easement.

Thank you for your courtesy.

Sincerely yours,

E E Grant

E. E. Grant
Principal Title Officer
Branch of Land

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AUG - 7 1962
OREGON
STATE HIGHWAY COMMISSION

I-5-3(28) Camas Swale Br. Extensions 1961
186 Goshen-Cottage Grove Sec.,
#5968 Pacific Hwy.

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JUL 1 1962
FOR FILING

5968

477 Cottage Street NE
Salem, Oregon

June 29, 1962

File

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(28)186,
Camas Swale Bridge Extension,
Pacific Highway in Lane County

As requested in your letter of today, we hereby concur as of this date in the rejection of all bids received June 27, 1962 for the above project.

Both bids received were too high when compared with the engineer's estimate. The lowest bid exceeded the estimate by 21 percent.

NOTED
P. M. STEPHENSON

Original to L. H. Young
Cy R. L. Porter

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NOV 28 1961
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I-
5968

10/20
30

October 25, 1961

Pacific Concrete Company
10401 N.E. Marx
Portland, Oregon

Attention: Mr. Otis P. Jordan, Jr.

Dear Mr. Jordan:

On September 15, 1961 the Commission awarded you Contract No. 5968, for extending the Camas Swale bridges on the Goshen-Cottage Grove Section of the Pacific Highway in Lane County. Your bid was $56,333. On September 20 you wrote a letter stating that a clerical error in the amount of $36,000 had been made in preparing your bid; specifically, you stated that a bid of $40,000 on Item 11 had been intended but through the error a bid of $4,000 had been written in on your proposal.

This matter was studied carefully by the State Highway Engineer and the Chief Counsel, and at the Highway Commission meeting on October 20 the Engineer recommended that your 5% bid bond be released. The Commission approved release of your bid bond and authorized readvertising of the project at a later date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Forrest Cooper
R. L. Porter
Ivan Merchant

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OCT 17 1961
FOR FILING

[illegible]

5968

October 16, 1961

Oregon State Highway Commission

Gentlemen:

Bids were received September 13 for extending of the Camas Swale bridges on the Goshen-Cottage Grove section of the Pacific Highway in Lane County. Two bids were received. The low bid from the Pacific Concrete Company of Portland was $56,333. The second bid from Hamilton & Thoms, Inc., of Eugene was $101,600. The State's estimate for comparison of bids was $91,234.00.

The contract was awarded to the Pacific Concrete Company at the Commission meeting on September 15. On September 20, 1961, we were notified by letter from Otis P. Jordan, Jr., of the Pacific Concrete Company, that they had made a clerical error of $36,000 in making up their bid and that they would not accept award of the contract. They asked that the State return their bid bond since the error was not one of judgment but a clerical error.

The Pacific Concrete Company submitted the bid sheets on which they had worked up their bid. Their claim of error has to do with Item No. 11 covering surfacing and removing of detour. The Pacific Concrete Company bid $4,000 on this item. The State's estimate was $25,000 and the bid of Hamilton & Thoms was $28,000. The Pacific Concrete Company alleges that they intended to bid $40,000 and that through a clerical error the bid of $4,000 was used.

Examination of the bid sheets indicates that a clerical error was made in the submission of their bid. We are of the opinion that they can prove an error in the bid and that legally we could not retain their bid bond.

This matter was submitted to the Bureau of Public Roads and they have approved the return of the bid bond.

It is recommended that you approve the return of the bid bond to the Pacific Concrete Company and authorize readvertisement of the project.

This matter will be on the agenda for your consideration at the next Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. R. L. Porter
Mr. I. D. Merchant

PMS:er ms

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. P. M. Stephenson, Acting State Highway Engineer
Salem, Oregon

**DATE**: October 12, 1961

**FROM** : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

By: ME Martin
M. E. Martin
Acting Division Engineer

**SUBJECT**: Oregon Project I-5-3(28)186
Camas Swale Bridge Extension

Your letter of October 6, 1961 advised that Pacific Concrete Company has refused to accept award of contract on the above project on the basis of their low bid submitted on September 13, 1961. Award was refused because of a claimed clerical error in their bid. Also, they asked that the State return their bid bond.

We referred the matter to our Regional office and they agree that there appears to be ample support for the contractor's claim of a clerical error and, under the circumstances, the bid bond may be returned. A copy of the Regional office memorandum, dated October 11, is attached hereto.

Attachment

RECEIVED
OCT 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-4(43) Butte Creek Overflow Culvert, 1961
223 Pacific Hwy. (Tunnel liner
#5969 plate)

9

RECEIVED
27 1962
FOR FILING
[illegible]
5969

November 26, 1962

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

Contract #5969 awarded to Armco Drainage & Metal Products, Inc., for installing a culvert on the Butte Creek section of the Pacific Highway in Linn County was completed on August 21, 1962, and accepted by the Highway Commission on November 21, 1962.

In our letter of September 12, you were notified that the final amount of $806.67 would be released to the contractor after acceptance by the Commission. There will be an additional payment of $32.88 for work performed under force contract. The total contract amount including the force account item is $26,922.02.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al

cc: Armco Drainage & Metal Prod., Inc.
P. O. Box 751
Portland 7, Oregon

Maryland Casualty Co.
Portland Claim Division
1415 SE Ankeny St.
Portland 14, Oregon

C. H. Maison

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[illegible]

5969

November 23, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 21 on Contract 5969. The contract was with Armco Drainage & Metal Products, Inc., and was for installing the Butte Creek overflow culvert on the Pacific Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 23, 1962 and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw bbc

RECEIVED
SEP 17 1962
FOR FILING

I-5-4(43)223

5969

September 12, 1962

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

Contract #5969 awarded to Armco Drainage & Metal Products, Inc., for the Butte Creek Overflow Culvert Project on Pacific Highway in Linn County was completed on August 21, 1962, but has not been accepted by the Highway Commission.

Final payment, in the amount of $806.67 will be released to the contractor after acceptance by the Commission. The total contract amount is $26,889.14 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Maryland Casualty Co.,
Portland Office
1415 SE Ankeny St.,
Portland 14, Oregon

cc: Armco Drainage & Metal Products, Inc.,
P. O. Box 751
Portland 7, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1962

Section Butte Creek Overflow Culvert Project
Kind of work Culvert
Highway Pacific County Linn
Section prefix 622-1011
Contractor Armco Drainage & Metal Products
Contract number 5969
Date of contract September 15, 1961
Specified work days 50
Date work started October 11, 1961
Work days used 50
Project authorization $ 31,206.53
Exclusive of engineering $ 28,987.40
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ ~~[illegible]~~ 26,946.64
Estimated per cent overrun or underrun - 7 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 2,219.13
Engineering cost to date $ 2,256.61, 101.6 %
Date project was completed August 21, 1962

NOTED
R. L PORTER

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
|  | 100 |  |  |  |  |  |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked Monday and Tuesday on cleanup and finishing. Project completed Tuesday.

Mr. J. D. Walker, Division Engineer, made the final inspection of the work on Tuesday.

Semi-final estimate delivered to the Division Office Thursday morning.

Final Report.

AUG 27 1962

MKB

CB

C. E. PAULS

Signed
H. N. Hoover
Address 3400 Spicer Road, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | | | |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | 1 | | | | |
| Hours per shift | 8 | | | | |
| Average force on project for week | 2 | | | | |

Men 1

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ........, Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, tractor ............, ............, ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | Fair | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 21 1961
FOR FILING

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>10 102 | FORM PR-2 (REV. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | STATE<br>Oregon |
| PROJECT REPORT NO.<br>I-4 43/5 223<br>5969 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | COUNTY<br>Linn |
| | | PROJECT NO.<br>I-5-4(43)223 |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 12 miles So. of Albany
(Butte Cr. Overflow Culvert)

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-22-61 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 30,513.00 | $ 28,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. C. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Butte Creek Overflow Culvert, Project No. I-5-4(43)223.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Butte Creek Overflow Culvert, Project No. I-5-4(43)223.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bm

Oregon State Highway Department

Federal Aid
Project No. I-5-4(43)223

## BUTTE CREEK OVERFLOW CULVERT ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 27, 1961

Type Code X097
Butte Creek Overflow Culvert (Sta. 1666+40.7)(Contract No. 5969)

| | | |
|---|---|---|
| 108-inch Tunnel Liner Plate Pipe | All Required | $26,889.14 |
| Flagging (57½% of Contractor's Cost) | All Required | $500.00 |
| Signing (Temporary) | All Required | 350.00 |
| | | $850.00 |
| | Subtotal | $27,739.14 |
| | 10% Engr. & Cont. | 2,773.86 |
| | Total | $30,513.00 |

Length of Project. . . . .0.000 Miles

| | |
|---|---|
| Federal Funds | $28,000.00 |
| State Funds | 2,513.00 |
| | $30,513.00 |

State Funds for Const.: Chap 175, laws 1917; Chap. 31, laws 1920;
Chap 529, laws 1939.

State Funds for Maint.: Chap 529, laws 1939.

## Oregon State Highway Department

## Report of Cost Based on 104(b)(5) Estimate

To: J. W. Nash

Description of Work: Butte Creek Overflow Culvert

I-5-4(43)223

Taken from Segment No. BL.1, 104(b)(5) Estimate. Length of Work ____

| Work Classification | Amount in $1000 |
|---|---|
| 1. Preliminary Engineering | |
| 2. Right-of-Way | |
| 3. Clear & Grub, Demolition | |
| 4. Utility Adjustments | |
| 5. Grade & Drain; Minor Structures | |
| 6. Base; Surfacing; Shoulders | |
| 7. R.R. Grade Separation | |
| 8. Highway Grade Separations without Ramps | |
| 9. Interchanges, Complete | |
| 10. Other Bridges; Tunnels | |
| 11. Walls | |
| 12. Guardrail; Fencing; Lighting; Traffic Control Devices | |
| 13. Roadside Improvement | |
| 14. All Other Items | |
| 15. Subtotal, Lines 3 to 14 | 0 |
| 16. Construction Engineering & Contingencies, 10% of Line 15 | |
| 17. Total Estimated Cost | 0 |

Construction Planning Section

By [illegible] Date 8-16-61

Oregon State Highway Department

Federal Aid
Project No. I-5-4(43)223

## BUTTE CREEK OVERFLOW CULVERT ON THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 21, 1961

Type Code Y007
Butte Creek Overflow Culvert (Sta. 1666+40.7)

| | | |
|---|---|---|
| 108-inch Tunnel Liner Plate Pipe | All Required | $ 35,200.00 |
| Flagging (57½% of Contractor's Cost) | All Required | $ 500.00 |
| Signing (Temporary) | All Required | 350.00 |
| | | $ 850.00 |
| | Subtotal | $ 36,050.00 |
| | 10% Engr. & Cont. | 3,605.00 |
| | Total | $ 39,655.00 |

Length of Project . . . 0.000 Miles

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 36,000.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 3,655.00 |
| | $ 39,655.00 |

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OCT 19 1961
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5969

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 19, 1961

Armco Drainage & Metal Products, Inc.,
P. O. Box 751
Portland 7
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5969, awarded September 15, 1961, for the Butte Creek Overflow Culvert Project on Pacific Highway in Linn County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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OCT 6 1961

FOR FILING

5969

October 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Butte Creek Overflow Culvert Section of the Pacific Highway in Linn County, Contract No. 5969, in connection with Federal Aid Project No. I-5-4(43)223.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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FOR FILING

477 Cottage St. N.E.
Salem, Oregon

August 14, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

Oregon Program -- 1956 Act Federal-aid Interstate Funds

The addition of a single project to the subject program, as submitted with Mr. Porter's June 23, 1961 letter, was approved by our Regional office effective August 9, 1961.

This approval covers one Stage 2 project involving the construction phase only for 0.0 miles of roadway at a total estimated cost of $41,000 with Federal-aid Interstate funds reserved in the amount of $37,000. The unprogrammed balance of these funds is $4,949,184 according to our records of this date.

This action is with the understanding that all work will be in full conformance with the provisions of PPM 20-4.

The Stage 2 project, as approved, is listed as follows:

| Item No. | Project No. | Location | Proposed Work |
|---|---|---|---|
| 210 | I-5-4(43)223 | Butte Creek Overflow Culvert | Multiplate Culvert |

Our Regional office's approval memorandum is quoted for your information as follows:

> "This project provides for the installation of a culvert pipe needed to increase the flow capacity at a location that has been subject to flooding. We concur with your opinion that the increased capacity will reduce the difference in elevation between the headwater and tailwater sufficiently to greatly reduce the frequencies of flooding of the nearby properties. We assume such alternates as a 11'-5" by 7'-3" structural plate pipe arch will be considered prior to approval of the PS&E. The economy of an open cut verses a tunneling operation should also be investigated. This work is considered eligible for Interstate participation in that had we been aware of the need for additional waterway at the time the project was originally constructed it would have been provided with Federal-aid funds."

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COMMISSIONERS
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford
FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Oregon Program - 1956 Act
Federal-Aid Interstate Funds
Albany-Lane Co. Line Section
Pacific Highway

Dear Sir:

Reference is made to your memorandum dated June 28, 1961 asking for additional information on Item 210, Project I-5-4(43)(223). A sketch map is enclosed covering the existing culvert and the proposed additional culvert installation.

As part of the construction of Interstate 5, a 7-foot x 7-foot concrete box culvert was installed at Station 1664+75. This culvert was designed to handle the drainage from 1.9 square miles of area in the amount of 167 c.f.s. with a 0.1-foot backwater. The contract was awarded in June, 1958. In January, 1959 a high water was experienced in which the difference between the elevation of the headwater and the tailwater was 1.3 feet. This indicated a considerably larger amount of water than had been anticipated in the channel. However, no particular damage was done as the elevation of the headwater was 258.1, which was only 0.1 above the design.

In November, 1960 a more serious condition occurred and the elevation of the headwater rose to 259.7. The tailwater elevation was 258.6. The buildings on the farm of Mr. Garwood are situated about 400 feet southeasterly of the inlet to this box culvert and damages have been claimed. The water was 1.6 feet deep on the floor of the grainery. Since the difference in the elevation between the headwater and tailwater of the box culvert was only 1.1 feet, it is evident that the water would have been at least .5 feet deep at this point even though the highway had not been constructed.

A study by the Highway Department Research Section shows that the source of the additional water causing the flood came from Plainview and Butte Creeks flowing northwesterly across a county road from the confluence of these

NOTED
FORREST COOPER

two creeks. It is estimated that the design discharge for the box culvert should be 700 c.f.s. rather than 167 c.f.s. used originally.

Another flood occurred in February of 1961, which, although less severe, also indicated that additional water had come into the drainage area from Plainview and Butte Creeks.

This type of discharge where water floods from one drainage area into another, is impossible to predict and depends on many obscure factors such as the clearing along fence rows, type of crops grown, etc. In this case, it has occurred three times and it is now necessary to increase the waterway area of the culvert at this point on the highway. Various proposals were considered and it has been determined that the most practical solution to the problem is to install a 108-inch tunnel liner at Station 1666+40 with the inlet crown elevation equal to that of the 7-foot x 7-foot culvert previously installed at Station 1664+75.

The waterway area of the 108-inch culvert is 63.6 square feet. The new total waterway area available will be 2.3 times that of the 7-foot x 7-foot box culvert. This, along with better getaway characteristics of the proposed 108-inch pipe, should materially reduce any damage to the adjacent property for any future floods.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED B
TOM EDWARDS

Tom Edwards
Construction Engineer

Encl.

JAR:ep:jw

cc Forrest Cooper ✓

**FINAL SURVEY**

NOTE BOOK

NO.

SURVEYED

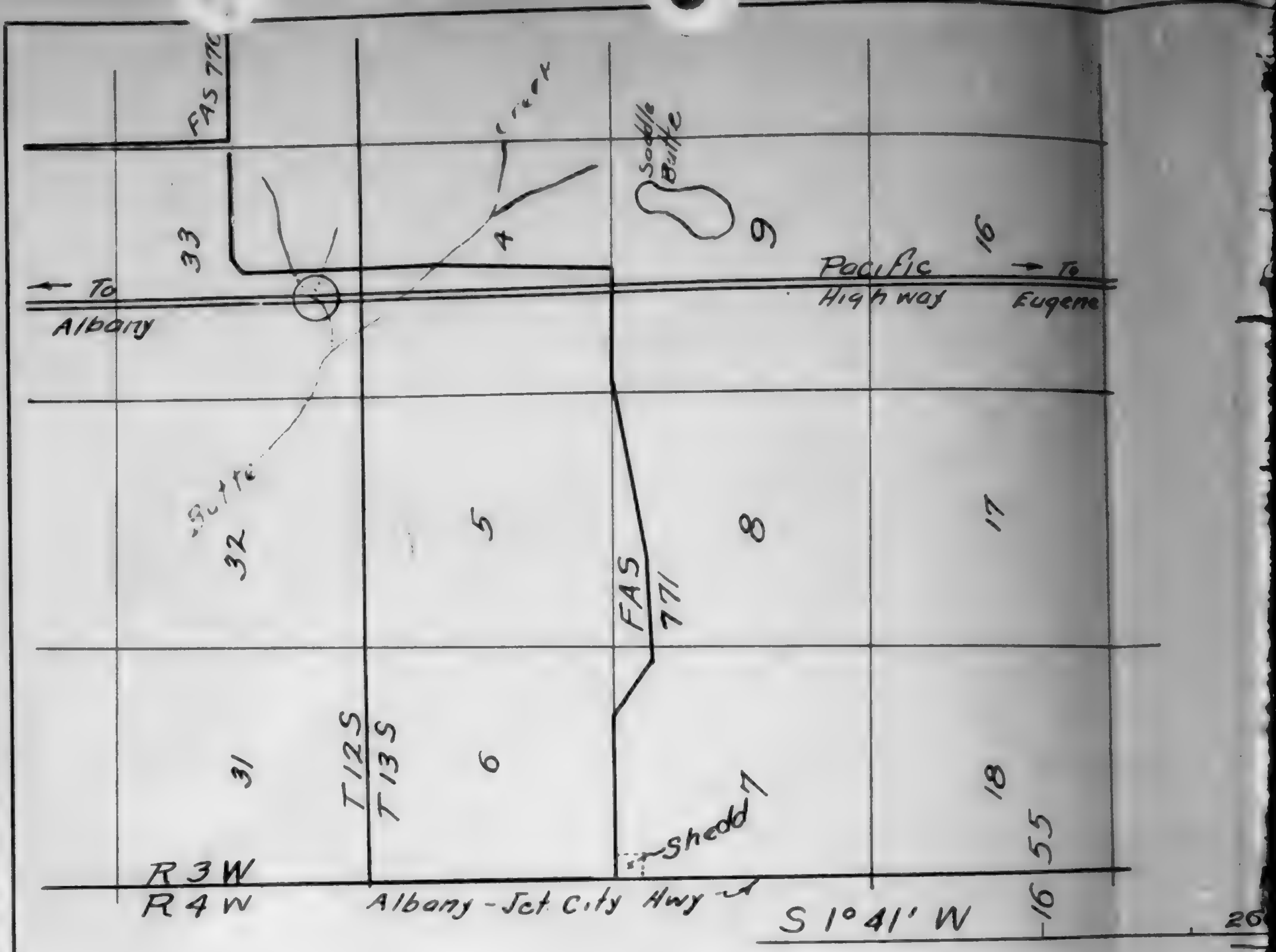
PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

| BY | DATE |
|---|---|
| | |


FAS 770
Creek
Saddle Butte
33
4
9
16
← To Albany
Pacific Highway → To Eugene
Butte
32
5
8
17
FAS 771
31
T 12 S
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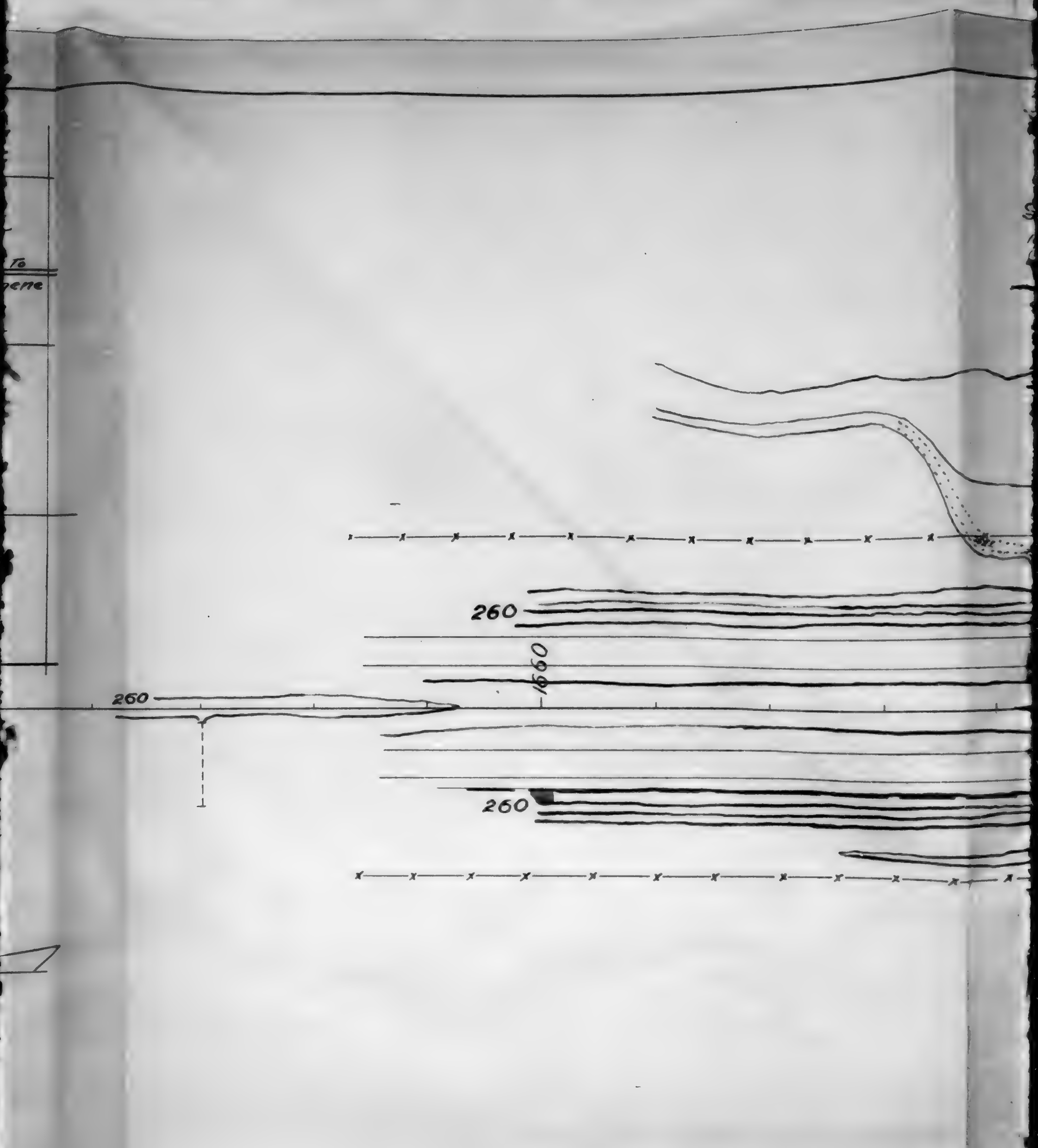
6
7
18
Shedd
55
R 3 W
R 4 W
Albany - Jct. City Hwy
S 1° 41' W
16
26

50'


To
pene
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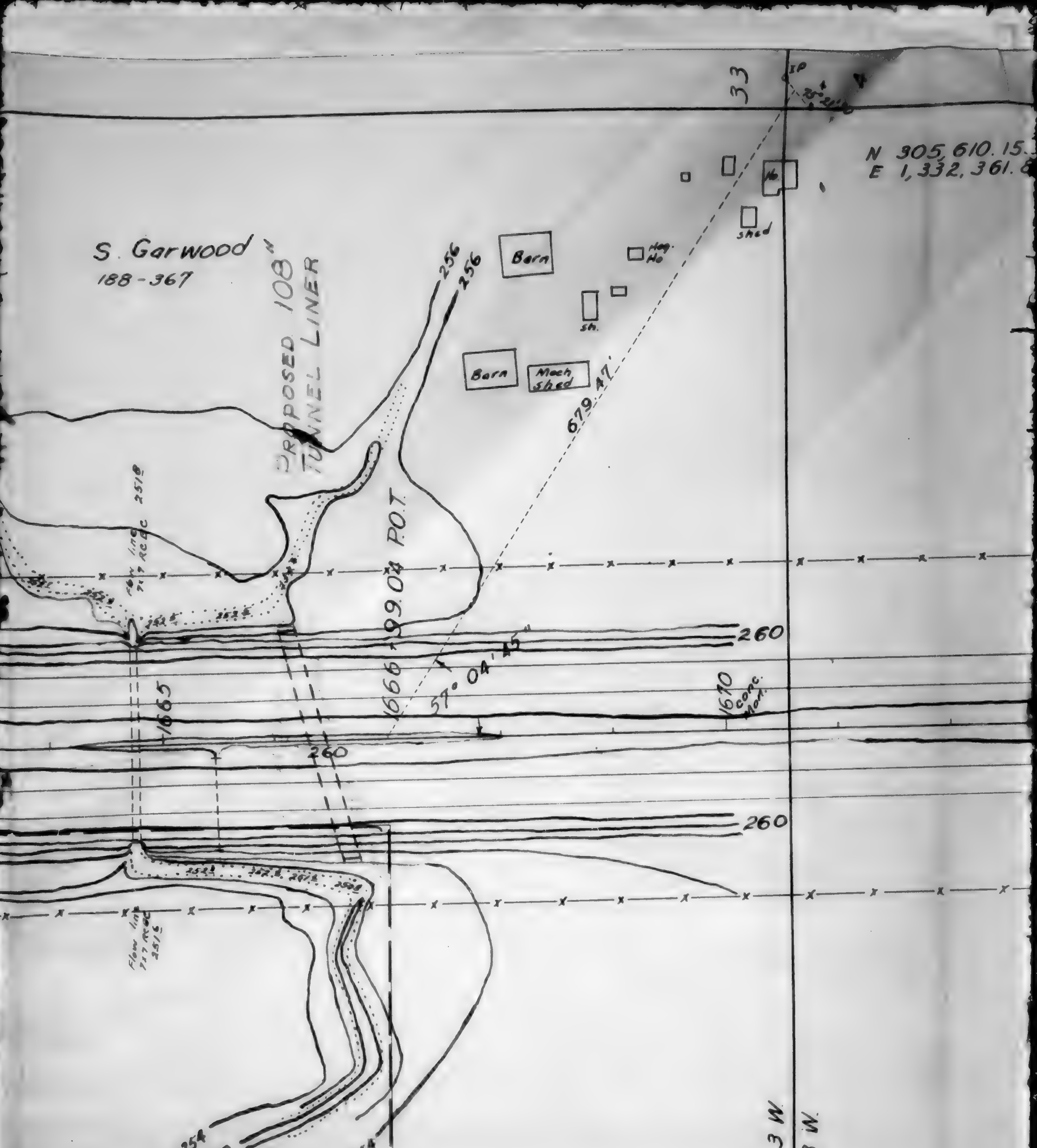
260
260
50'


S. Garwood
188-367
PROPOSED 108" TUNNEL LINER
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256
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Barn
Mach. shed
Sh.
Hog Ho
Ho.
shed
33
IP
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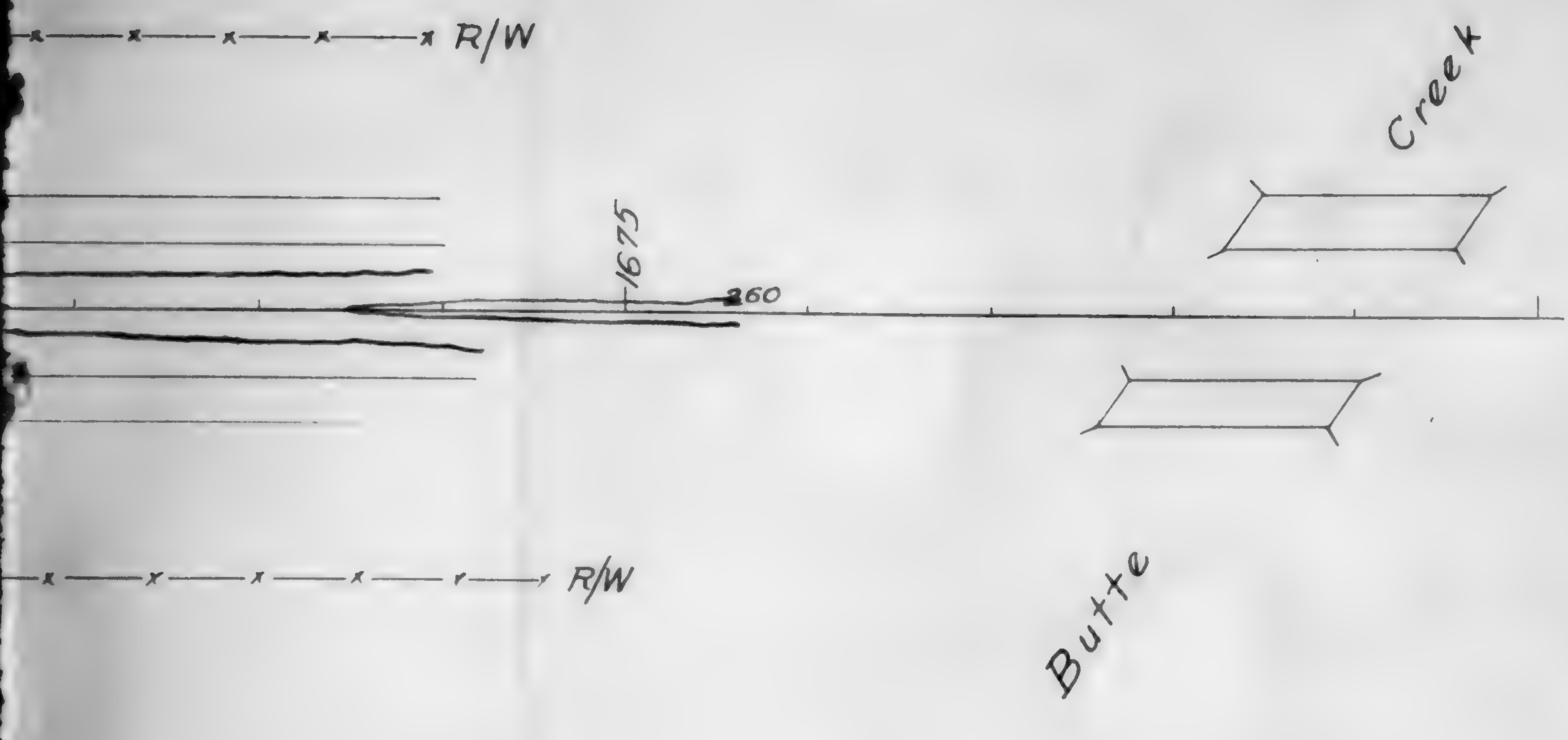
E 1,332,361.8
679.47'
1666+99.04 P.O.T.
57° 04' 45"
1665
1670
Conc. Mon.
260
260
260
Flow line 717 RCPC 251.8
252.5
252.5
Flow line 717 RCPC 251.5
252.5
252.5
251.5
250.8
254
250
250
254
Isaac Roberts
D.L.C. No 49
T. 12 S., R. 3 W.
T. 13 S., R. 3 W.

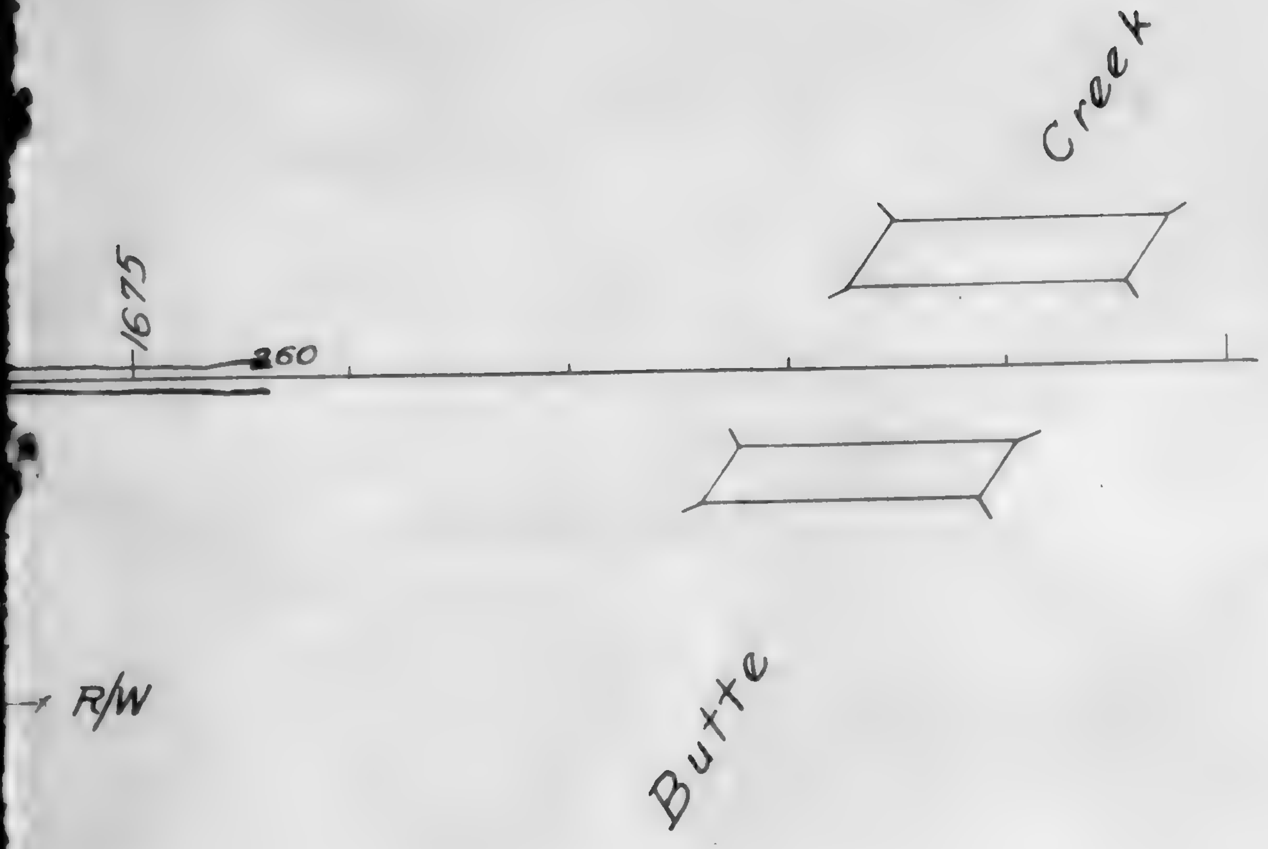
305, 610.15
1, 332, 361.87

| FED. ROAD Div. No. | STATE | PROJE NUMB |
|---|---|---|
| 8 | OREGON | |


R/W
Creek
1675
260
Butte
R/W

Scale 1" = 100'

| | | | | |
|---|---|---|---|---|
| | | | | SHEET No. |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | See Index |


Creek
1675
260
R/W
Butte

Scale 1" = 100'

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DEC 18 1961
FOR FILING
I-5-4(43)[illegible]

FORM CD-121
(1-22-59)

UNITED STATES GOVERNMENT

# Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: June 28, 1961

G. Polk

FROM : C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

SUBJECT: Oregon Program — 1956 Act Federal-aid Interstate Funds

Mr. Porter's June 23, 1961 letter submitted a single project, Item 210, Project I-5-4(43)223, proposed as an addition to the subject program.

It is noted on the reverse side of Form PR-1 that you propose to increase the drainage capacity by installing an additional culvert of equal or greater capacity adjacent and parallel to the culvert presently in service. Additional information in the form of a hydraulics and hydrology study is requested in order that this project may be more thoroughly reviewed prior to submission to our Regional Office.

Program documents will be held in this office pending receipt of the above information.

RECEIVED
JUN [illegible] 1961
STATE [illegible] ENGINEER

NOTED
L. PORTER

RECEIVED
APR 14 1961
FOR FILING

NOTED
W. C. WILLIAMS

4-10-61

# LOCATION PROSPECTUS
## BUTTE CREEK BRIDGE
## LEBANON-BROWNSVILLE ROAD, FAS 569
## LINN COUNTY

The following prospectus is submitted concerning the above-mentioned county bridge (Bridge No. 12,634) at M.P. 8.20 of the Lebanon-Brownsville County Road, FAS 569, which is on the Federal Aid Secondary System. The total overall length of the project is 300 feet.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing pile trestle bridge (consisting of three 15-foot spans) on existing alignment and grade.

There are no towns affected by the project. Routine soils investigations will be conducted and drainage studies will be made to provide adequate flow of Butte Creek. An economic analysis is not necessary.

The existing 1959 ADT is 350 and the projected 1979 ADT is 600. Traffic and the condition of the existing bridge warrant a new structure with a horizontal clearance of 24 feet. The county has a preference for a precast beam, poured-in-place deck on treated piling. The typical section will be two 10-foot travel lanes with 4-foot shoulders.

Except for one small delta angle, the alignment is tangent for approximately 0.5 mile in each direction. The existing grade is less than one per cent.

Approaches and connections will be built by the county. The county will also provide a detour or close the road during construction for a specified limited length of time. Removal of the existing structure will be part of the FAS project.

This will be a two-lane county road with no control of access.

The tentative base design by G. L. Decker is:

| | | |
|---|---|---|
| Wearing Surface | 1¼" | 0-11 |
| Top Course, Base | 3 " | Level |
| Bottom Course, Base | 13 " | Pit Run Base |
| Total Depth | 17¼" | |

(Base design is subject to change upon completion of soils investigations.)

Agreements with Linn County will be required.

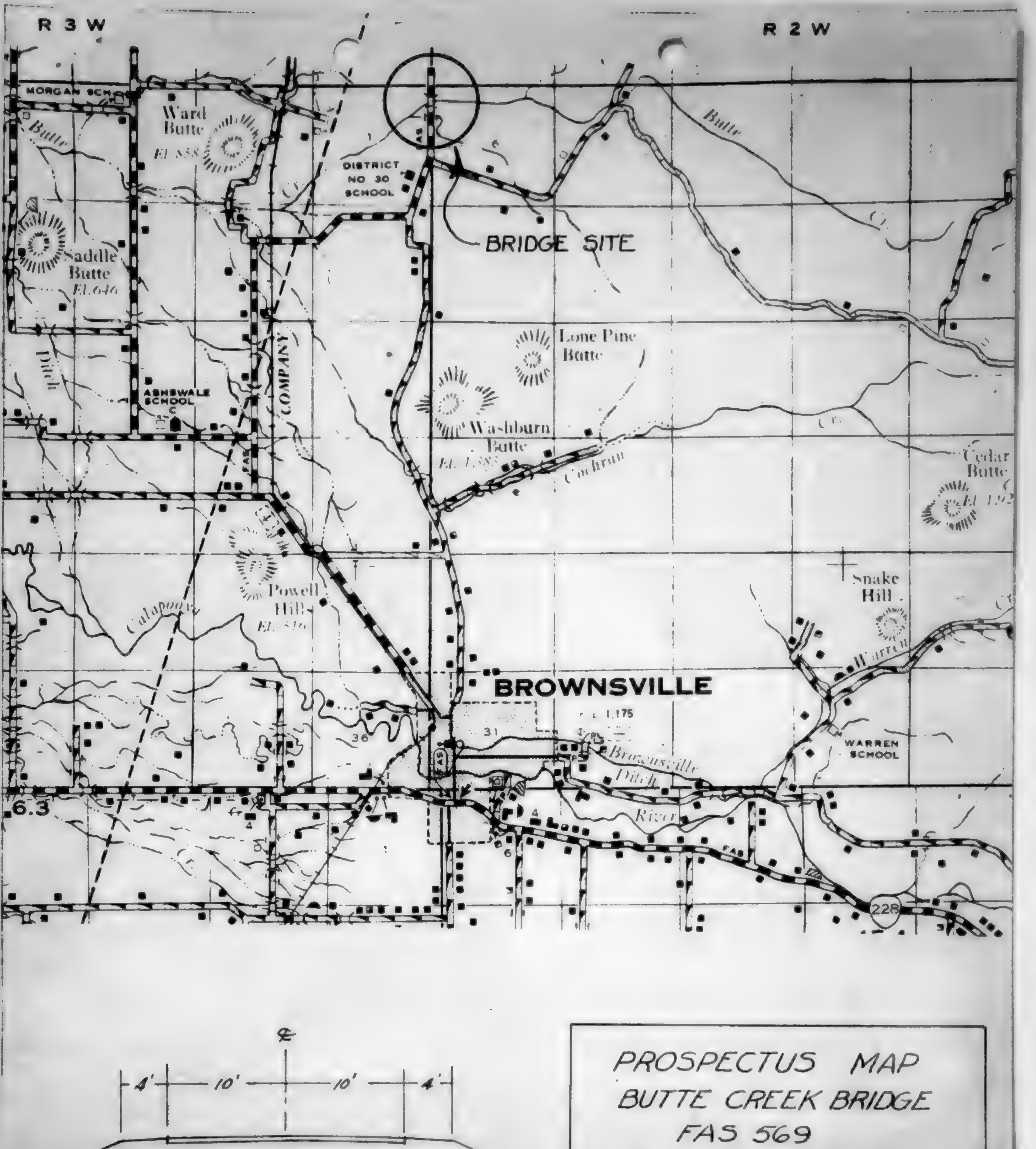
There are no State parks or roadside rest areas affected by this project.

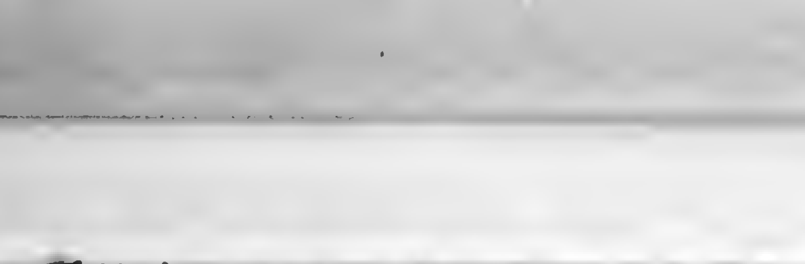
April 10, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

RECEIVED
APR 11 1961
[illegible]
STATE HIGHWAY ENGINEER


R 3 W
R 2 W
MORGAN SCH
Ward Butte
El. 858
Butte
Saddle Butte
El. 646
DISTRICT NO 30 SCHOOL
BRIDGE SITE
Butte
Lone Pine Butte
Ditch
ASHSWALE SCHOOL
COMPANY
Washburn Butte
Cochran
Cr.
Cedar Butte
Snake Hill
Powell Hill
Calapooya
Warren
BROWNSVILLE
1,175
36
31
Brownsville Ditch
River
WARREN SCHOOL
6.3
228



PROSPECTUS MAP
BUTTE CREEK BRIDGE
FAS 569

LINN COUNTY

Scale 1" = 1 Mi. 1961

22-3415 Albany Office Bldg. 1961

#5970

RECEIVED
APR 2 1962

FOR FILING

5970

March 26, 1962

Continental Casualty Co.,
Seattle Branch Office
Surety Department
105 Cobb Bldg.,
Seattle 4, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5970, awarded to Herbert Dalke, for construction of the Albany Office Building in Linn County.

This contract was completed on March 1, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $8,391.05 will be released to the contractor after acceptance by the Commission. The total contract amount is $68,424.28 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4, Illinois

cc: Continental Casualty Co.,
Pauline Osborn
Commercial Ins. Agency
649 High NE
Salem, Oregon

cc: Mr. Herbert Dalke
145 College Drive
Salem, Oregon

RECEIVED
OCT 31 1961
FOR FILING

22-3415
5970

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

FORM E-128

October 31, 1961

Mr. Herbert Dalke
145 College Drive
Salem
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5970, awarded September 15, 1961, for construction of the Albany Office Building in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 11 1961
FOR FILING

[illegible]-413

5970

D Cook

FORM E-30X 50M 7-60 20396

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contracts Payments

OFFICE

Herbert Dalke began work on the Albany Office Building Construction Project in Linn County, Contract No. 5970, on October 9, 1961.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
AUG 9 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 8, 1961

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Attached is a plan showing the location of a two (2) inch water pipe line the State proposes to construct to serve their Albany office building proposed for construction southeasterly of the Santiam Interchange of the Pacific Highway.

This pipe line, to be installed, owned and operated by the State, will be driven under the AS and CS Lines and will be threaded through the four (4) inch utility duct on the highway overcrossing structure.

Would you please advise this office if the installation as proposed will meet with your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

RPH:dh
Attachment

cc: Mr. P. M. Stephenson
Mr. Gerald Wimer

NOTED
P. M. STEPHENSON

RECEIVED
[illegible]

RECEIVED
JUN 22 1961

FOR FILING

[illegible]

[illegible]

Salem, Oregon
June 6, 1961

Highway Office Building
in Albany

Mr. P. M. Stephenson
Assistant State Highway Engineer
OFFICE

Mr. Vern Hill, of the Department of Motor Vehicles, called this date and stated that Mr. Mel Good is representing the owners of the building in Albany where the Motor Vehicles License Bureau is located.

Mr. Hill stated that the lease is up in July and they are faced with the problem of moving or arranging for a lease extension.

Will you please bring me up to date as to plans and status of our new set up in Albany so that we may advise Mr. Hill. The timing is somewhat critical; therefore, please expedite.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

NOTED
FORREST COOPER

RECEIVED
MAY 5 - 1960
FOR FILING
22-3415
[illegible]

Salem, Oregon
May 5, 1960

Albany Maintenance Headquarters

Mr. Tom Edwards
Construction Engineer

Attached is correspondence and other data in regard to the purchase of property at Albany for a proposed maintenance headquarters.

Will you kindly process this information and refer it to the Right of Way Department so that it can secure an option.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

FORM E-30 50M 6-56 13046

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1960

SUBJECT: Albany Maintenance Headquarters

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

I am submitting herewith a sketch showing the property recommended for use as a state maintenance headquarters at Albany. Included also are the survey notes and description of the property.

It has been recommended that this property be purchased immediately, in order that waste material from a contract soon to be awarded in this vicinity can be placed on this property to raise the elevation above high water. Inasmuch as this contract is being let at the next Commission letting, it is imperative that we obtain title to this property as quickly as possible.

J. D. Walker's letter requesting the purchase of this property is herewith enclosed, and I recommend that the descriptions be prepared and that the Right of Way Department be requested to rush acquisition.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:pa
encls.
cc: J. D. Walker
Walter Wright

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APR 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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5772

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1960

SUBJECT:

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

Some time ago you requested Raymond L. Grimmett, Waverly Realty Co., Albany, be contacted regarding property he was recommending for our use as possible office and maintenance station site. This was done immediately thereafter and a verbal report submitted through Division Engineer J. D. Walker.

For record purposes, attached is a section of South Santiam Highway 1" = 400' map on which the 710 foot frontage by 1,237 foot depth parcel on the south side of the highway about one-half mile east of the Santiam Interchange has been shown.

It is an old mill site in low ground and at one time was contemplated for borrow pit use, according to Drawing 1R-5-740. The entire parcel is valued at $34,000.00 and would run higher, probably over $2,000.00 an acre, for a portion.

Because of the cost of the parcel, filling required, poor access, and farther from town when compared to other parcels under consideration, I do not recommend this site.

J. D. Walker
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. I. A. DeFrance

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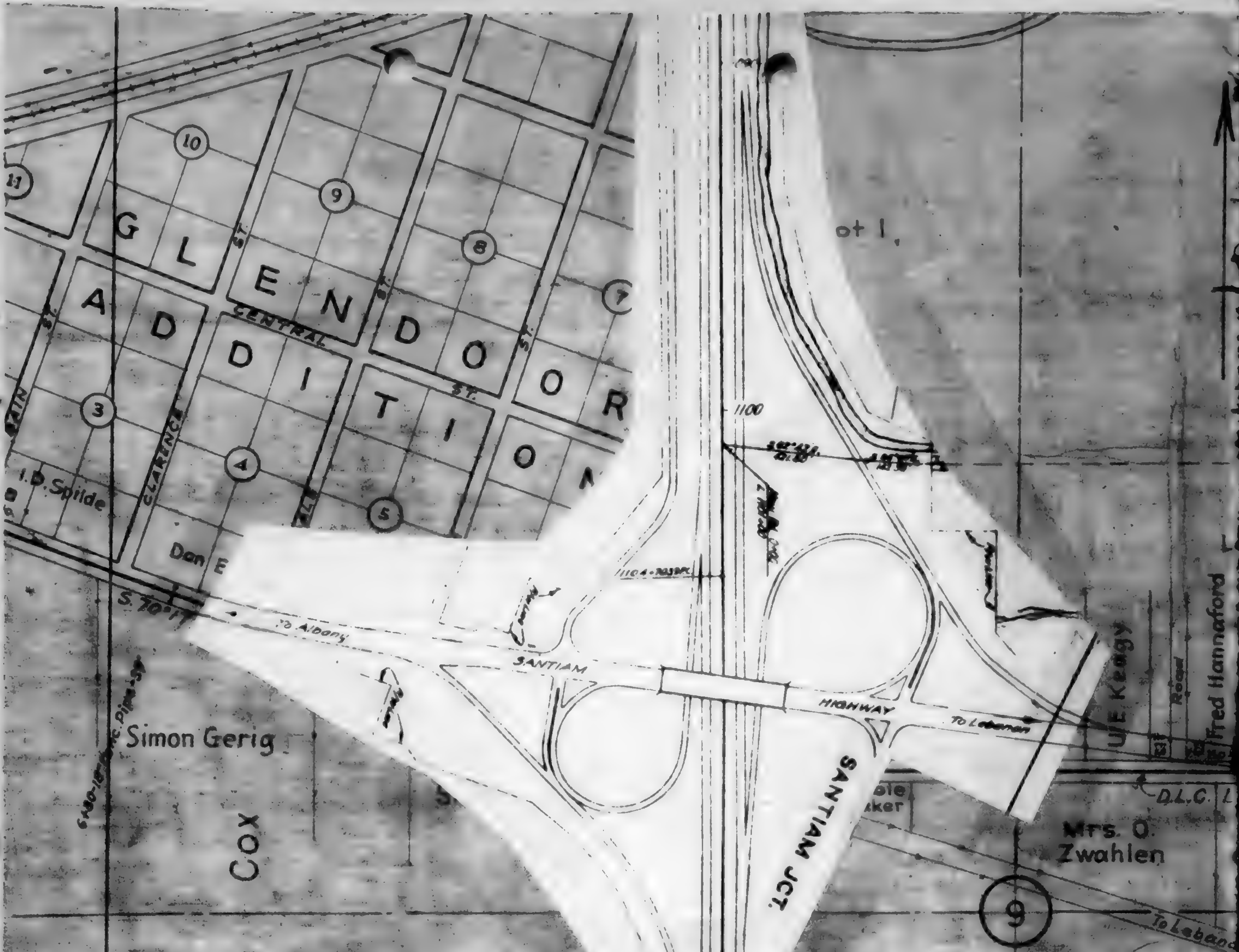
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON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7
3
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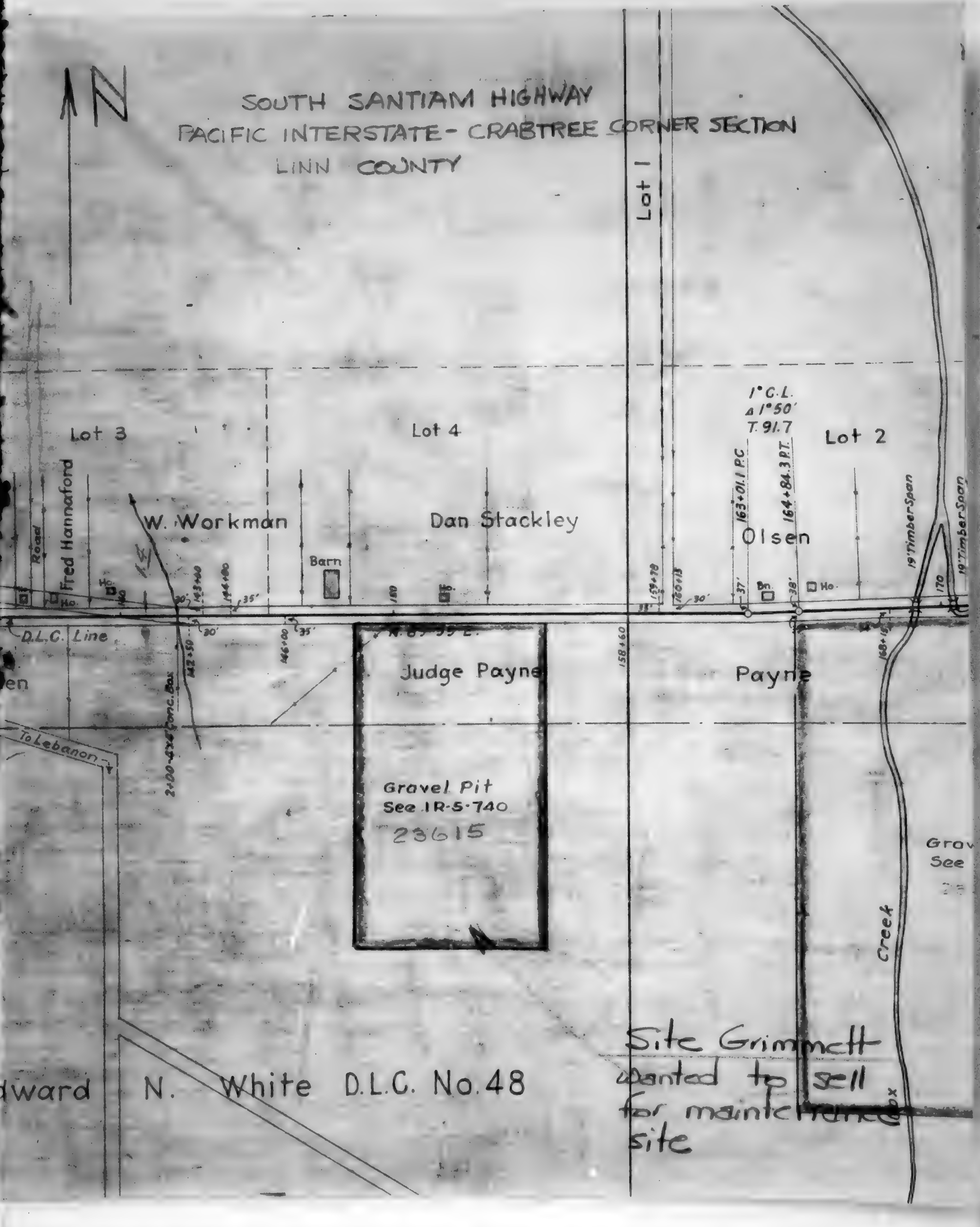
5
GLENDOOR
ADDITION
CENTRAL ST.
ST.
CLARENCE
I.D. Spilde
Dan E
S. 70°17'
Lot 1.
1100
1104
To Albany
SANTIAM
HIGHWAY
To Lebanon
SANTIAM JCT.
Simon Gerig
Anderson Cox
U.E. Keagy
Road
Fred Hannaford
D.L.C.
Mrs. O. Zwahlen
9
To Lebanon
Edward


N
SOUTH SANTIAM HIGHWAY
PACIFIC INTERSTATE - CRABTREE CORNER SECTION
LINN COUNTY
Lot 1
Lot 3
Lot 4
Lot 2
1° C.L.
Δ 1°50'
T. 91.7
163+01.1 P.C.
164+84.3 P.T.
Road
Fred Hannaford
W. Workman
Dan Stackley
Olsen
Barn
Ho.
Bn.
19' Timber Span
19' Timber Span
170
143+00
144+00
35'
30'
180
159+79
160+13
37'
38'
D.L.C. Line
30'
142+50
146+00
35'
N. 89°59' E.
158+60
168+15
en
Judge Payne
Payne
To Lebanon
2+00-24" Conc. Box
Gravel Pit
See 1R-5-740
23615
Creek
Grav
See
dward N. White D.L.C. No. 48

Site Grimmett
wanted to sell
for maintenance
site

FG-145(12) Clarke O'Xing of UP RR, 1961
Boardman Jct.-Irrigon Sec.,
#5971 Columbia River Hwy.

BR 372

RECEIVED
DEC 4 - 1968

FOR FILING
FG-145(12)

5971

December 4, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

The Fidelity and Casualty Co. of N.Y.
160 Pine Street
San Francisco, California 94111

Gentlemen:

On December 11, 1962, we wrote to you concerning release of final payment to R. A. Heintz Construction Company and Rogers Construction, Inc., on Contract No. 5971. The amount of payment at that time was not known.

Final payment in the amount of $2,734.24 will be released to the contractor as soon as processing can be completed. The total contract amount is $75,491.44 and no work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. A. Heintz Constr. Co.
and Rogers Constr., Inc.
Pallett, Fisher & Carlo, Inc.

C. H. Maison
Attn: John Herr

Date: 12/3/68

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 5971, Est. No. 9 Final, Date: to 11/5/62, Amt. $ 2734.24

Contractor R.A. Heintz Construction Co. & Rogers Construction, Inc

| | | | |
|---|---|---|---|
| Totals to date: | Paid to contractor | $ | 75,491.44 |
| | Amount of force account | $ | — |
| | Amount of retained percentage | $ | |

Claims Section
Accounting Division

10/64

C

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NOV 29 1968

FOR FILING

FG-14-5[illegible]
5971

SP*23811-734

## OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

K's [illegible] info

November 27, 1968

To: Mr. C. H. Maison

CONTROLLER

NOTED
R. L. PORTER

SUBJECT: State v. Heintz Construction Co., et al - File 4343
Multnomah County Circuit Court Case No. 292-833
12th Street-North Ashland Interchange Section, Pacific Highway - Contract No. 5902

Enclosed is a duplicate original of mutual release on the above captioned contract, pursuant to settlement of the captioned lawsuit. We also enclose duplicate originals of releases on Contract 5971 and Contract 5955, together with final estimates on these two projects, bearing the Contractor's endorsement.

We suggest that payment on the enclosed estimates be made directly to the Contractor, by certified mail, return receipt requested. Upon receiving information that payment has been received by the Contractor, we will be in a position to have the action in Multnomah County formally dismissed, which will be the last step in consummating this settlement.

ALAN H. JOHANSEN
Staff Attorney

cc- Mr. R. L. Porter
Mr. L. H. Young
Mr. G. E. Rohde

copy to
Morgan
11-29-68

RECEIVED
NOV 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-123X 30 M 8-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 19 1968
FOR FILING

FC 101(12)
5771

November 15, 1968

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: State of Oregon v.
R. A. Heintz Construction
Co., et al.
Multnomah County Circuit
Court Case No. 292-833
Our file: L-4343

Dear Mr. Kobin:

This is to advise you that the compromise agreement in the above case, as described in our letter to you dated October 18, 1968, and confirmed in your letter of October 19, 1968, was approved by the State Highway Commission at its meeting in Salem on November 12.

Accordingly, I enclose herewith for execution by you and your clients, as appropriate, the following documents:

1. Mutual Release on the 12th Street-North Ashland job. One original has already been executed on behalf of the State by Mr. Rohde, Chief Counsel, and this original is for your files. Please have the other two originals executed by your clients, endorsing your approval thereon as indicated, and return them to us.

NOTED
R. L. PORTER

2. Release on the Clark Bridge Overcrossing job, to be executed in duplicate by your clients and returned to us. The extra copy is for your files.

3. Final Estimate on the Clark Bridge Overcrossing job, to be executed by your clients in the usual way.

4. Release on the Boardman Junction-Irrigon Section, Old Oregon Trail-Columbia River Highway job, to be executed in duplicate by your clients, and returned to us. The extra copy is for your files.

11-18-68

Copy to
Gabbe
Bond

5. Final Estimate on the Boardman Junction-Irrigon Section, Old Oregon Trail-Columbia River Highway job, to be executed by your clients in the usual way.

6. Stipulation and Order for dismissal of the captioned case, which has already been executed in triplicate by me. Please endorse your stipulation in duplicate and return two originals to me. I will, of course, withhold presentation of the original to the Court until such time as you have received the agreed consideration.

The mechanics of payment are somewhat different than in previous settlements of other cases, inasmuch as the final estimates and vouchers on the Clark Bridge Overcrossing and Old Oregon Trail-Columbia River jobs have not previously been issued. Upon return of the various documents to us, duly executed, the estimates will be paid by our accounting people in the usual way, if this meets with your approval.

Thank you for your cooperation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh
Encls.

bcc: Mr. G. E. Rohde
Mr. R. L. Porter
Mr. C. H. Maison
Mr. L. H. Young

RECEIVED
NOV 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133X 80 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
21 1968

FG-1137(2)
5971

NOTED
R. L. PORTER

October 18, 1968

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: State v. Heintz and Rogers
Our file: L-4343-A
Multnomah County Circuit
Court Case No. 292-833

Dear Mr. Kobin:

In accordance with our recent telephone conversation, I am now authorized to advise you that we are prepared to recommend to the State Highway Commission that the above case be compromised upon the basis which we discussed.

Under these terms, the State would pay to your clients the sum of $10,006.13, representing the amounts withheld from final payments on other jobs, as an off-set to our claim in the instant case. The break down on this figure is as follows: (1) Withheld on Contract No. 5971 (Clark Bridge Overcrossing) the amount of $2,734.24. This item, you will recall, was stipulated to be the correct amount during the first trial. (2) Withheld on Contract No. 5955 (Old Oregon Trail-Columbia River Section) the sum of $7,271.89.

In exchange for such payment, your clients would release the State from any and all claims on the two above-mentioned projects, and both sides would execute a mutual release of any and all claims on the instant project.

Please advise at your earliest convenience whether this is in accordance with your understanding. If so, we anticipate that final approval will be obtained at the next regular meeting of the Highway Commission on November 12.

I note that the case has been set for trial on November 18th and will accordingly come up on the weekly call calendar on Friday, November 8th. Hence, it would appear appropriate to ask that the case be taken off the docket for November 18th, on the basis of a probable settlement and then if, for any reason, the settlement is not consummated it could be re-set. I would imagine you share my preference to avoid trial preparation if the trial is not going to be necessary.

I will appreciate hearing from you at your earliest convenience.

Very truly yours,

G. L. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

bcc: Mr. G. L. Rohde
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Donald Howe

RECEIVED
OCT 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65 SP*23401-734

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**
Salem Office
October 14, 1968

**SUBJECT:** Recent Compromise Offer
State Highway Commission
v. Heintz, et al
File L-4343

**To:** Mr. R. L. Porter
Deputy State Highway Engineer
Building

As you know, this case is presently set to be retried in Multnomah County commencing on November 18, 1968. The first trial, in the fall of 1964, lasted for approximately two (2) weeks. There is some reason to believe that the retrial might not require as long, but it will undoubtedly take at least a week or ten days of trial time.

On March 2, 1967, I prepared a "Memo to File" summarizing the facts and figures regarding the case, and my recommendations regarding settlement possibilities at that time (see copy attached). To summarize briefly, this case involves an overpayment on some fifteen (15) separate pay items amounting to $155,106.63.

An immediate off-set to that figure, is underpayment on other pay items, as computed in the final estimate, amounting to $7,959.40.

This left a net overpayment to the contractor of $147,147.23. Of that sum, we were holding as retainage at the end of the job $71,661.32, leaving a balance or net overpayment of $75,485.91. Recovery of this last mentioned figure was sought in the earlier trial.

It appeared during the first trial and the appeal, that the principal controversy involves overpayment on four (4) pay items amounting to approximately $131,000. The items involved are general excavation, extra for selected subgrade material, long and short overhaul.

This principal dispute may be traced back to our contract plans which called for installation of 18 inches of selected subgrade materials throughout the job, with corresponding excavation 18 inches below sub-grade in all cuts on the job.

When work commenced, it was discovered that in many of the cuts, the native material was rock suitable for sub-grade purposes. Accordingly, our engineering personnel instructed the contractor not to remove the 18 inches of material in those areas where the native material was suitable. According to our personnel, this procedure was followed, and the 18 inches was not actually excavated in any of the rock cuts.

The contractor's personnel testified that it was necessary to handle or move nearly all of this material. There was also testimony that the State personnel had instructed the contractor to take out the 18 inches in the rock cuts and replace it with selected sub-grade material, in order to achieve uniformity of compaction throughout the job.

We made no written change as to the 18 inches of material in rock cuts, other than construction stakes placed during the job. On the appeal, the Supreme Court held that the placing of such stakes was not a written change order. This may be of considerable importance on the retrial, in view of the contract provision that deviations from the plans are permissible only on the written order of the engineer (Art. 1.5.2, 1954 Standard Specifications).

This problem of the 18 inches of selected sub-grade material does not in any event account for more than about 80% or $105,000of the overpayment on the four (4) pay items involved, according to our engineering personnel's calculations. On the first trial, evidence to this effect was excluded.

As previously noted, the evidence at the first trial, and presumably the evidence at the second trial, will be such as would support a finding that the $105,000, or perhaps the entire $131,000 in the four pay items mentioned, is all the State's, all the contractor's, or to be apportioned between the parties. Since we, as plaintiff, have the burden of proof, perhaps the contractor must be regarded as having the balance of probabilities on this matter in his favor.

As noted in my earlier memorandum, at that time I recommended that we attempt to obtain a compromise whereby the contractors would pay us the highest figure obtainable in the range of from $10,000 to $30,000.

Subsequent to your most recent conversations with Mr. Rogers about settlement possibilities, I discussed the same subject with the contractor's attorney, Mr. Kobin. He indicated at that time that the contractor would be willing to settle this entire matter if the State would pay them $10,000 net. I indicated some doubt that this would be acceptable, but agreed to transmit the offer to you for consideration.

It should be noted that this offer is, because of late developments, within the range of my earlier recommendation as to a suitable compromise figure.

At the time of my earlier memorandum, I was accounting for an additional credit to the contractor of some $2,700.00, which was withheld from payments due the contractor on Contract No. 5971, an entirely separate job, as an offset to our overpayment claim on this project.

I have subsequently learned, that on yet another unrelated job, Contract No. 5955, we withheld an additional sum of $7,271.89, with no justification other than as an offset to the overpayment on the subject project. Further, I learned that on August 29, 1963 (more than a year before the first trial) the Commission granted the contractor's request for an extension of time on this project, to the extent of allowing an extension of 44 days, which at $300 per day amounts to a remission of $13,200.00 due to the contractor. These two items were unknown to me at the time of the first trial or my earlier memorandum on settlement figures.

Thus, we are in the position of holding an additional $10,202.13 which the contractor has coming on other jobs, which are unrelated to the subject project. Further, we should, pursuant to the Commission's action in Augst of 1963, allow the contractor an additional credit of $13,200.00 representing remission of liquidated damages.

It may be observed that our previous failure to give credit for the liquidated damages which should have been remitted, may be a source of some embarrassment upon a re-trial. Since the time extension was granted long before the first trial, it can be made to appear that we intentionally claimed at least $13,200 more than we could have reasonably believed we were entitled to. The same is true of the withholding of $7,271.89 on Contract No. 5955, which occurred in a post-final estimate for the period ending September 19, 1962, on a voucher issued July 31, 1963. The facts regarding these items may not be presently known or appreciated by the contractor, but before the re-trial, we will have to allege these facts by Supplemental Complaint. Otherwise, we would again be claiming $20,471.89 more than we could have coming which is possibly unethical for an attorney and certainly poor practice for a public agency.

Accordingly, in view of the uncertainties involved in a re-trial, not to mention the time and expense involved, I believe that the contractor's offer is within the range of reasonable proposals. It should also be noted that several of our witnesses used on the first trial are no longer with the department and they may or may not be available. These include L. R. Chandler, then Division Engineer, who is now retired, as well as Messrs. Burrell, Bowne, and Framhus, all of whom were members of Mr. Haller's crew at the time, and all of whom have since moved on to greener pastures.

Considering the figures involved in another way, the most the State could recover would be $52,279.78 (Net overpayment of $75,485.91, less additional credits of $23,206.13). The theoretical maximum the contractor might recover would be $102,826.85, consisting of the retainage ($71,661.32), plus the admitted additional credits ($23,206.13), plus the underpayments on other items ($7,959.40). If the items on which the contractor did not seriously question the overpayments ($24,151.78) are deducted, this still leaves $78,675.07 which the contractor might reasonably be expected to recover if the jury finds against us. Thus, the mathematical possibilities favor the contractor by at least $26,395.29.

Since we have the burden of proof, this balancing of maximum possibilities indicates that a compromise on the basis of a $10,000 net payment to the contractor is not unreasonable.

Since, as noted above, the re-trial is scheduled to begin November 18th, I would appreciate an early reply as to whether or not a settlement should be effected on the basis of a $10,000 net payment to the contractor. This would, of course, involve a release from the contractor from any and all claims on the two outside jobs, as well as on the subject project.

Alan Johansen
Staff Attorney

AJ/bdr
cc: G. E. Rohde

| | | |
|---|---|---|
| Monthly transaction number<br>FG 145 (12) | For[illegible]-2A U.S. DEPARTMENT OF COMMERCE<br>(5-31-57) BUREAU OF PUBLIC ROADS | [illegible]te State<br>Oregon |
| | | County<br>Morrow |
| Project report number<br>17/10 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>5-27-64 | Project number<br>FG-145(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **November 29**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ **95,749.25**

Revised Federal funds $ **94,519.23**

Other revisions

**None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **27** day of **May**, 19**64**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By Lloyd B. Shaw

**Assistant State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **A. V. Parsons**
Division Engineer

L. R. Backlund
By: **L. R. Backlund, Administrative Mgr.**

USComm-DC 11170

11-29-61

Form Approved; Budget Bureau No. 41-R2089

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FOR FILING

12-5

| | | |
|---|---|---|
| PROJECT TRANSACTION NO. | FORM R-2<br>(REV. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | STATE<br>Oregon |
| PROJECT REPORT NO.<br>[illegible] (5) | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)* | COUNTY<br>Morrow |
| 6-9-71 | | PROJECT NO.<br>FG-145(12) |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 730 UPRR O'Xing 5 mi. E. Boardman

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-22-61 | 0.04 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 90,409.00 | $ 90,409.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: R. C. Wright
R. C. Wright, Administrative Manager

Date executed by Division Engineer November 29, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Clarke Overcrossing of U.P.R.R., Project No. FG-145(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

November 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Clarke Overcrossing of U.P.R.R., Project No. FG-145(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. FG-145(12)

## CLARKE OVERCROSSING OF U.P.R.R. ON THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 15, 1961

Type Code X131
Clarke O'Xing (Br. #8884)(Sta. 138+60 to Sta. 140+82)(Contract No. 5971)

| | | | |
|---|---|---|---|
| Embankment at Bridge End | All Required | | $ 1,600.00 |
| Shoring, Cribbing, etc. | All Required | | 6,000.00 |
| Structural Excavation | 310 cu. yds. | $ 3.00 | 930.00 |
| Structural Excavation Below Elevation Shown | 30 cu. yds. | 10.00 | 300.00 |
| Furnish Treated Timber Piling | 1,200 lin. ft. | 1.30 | 1,560.00 |
| Drive Timber Piles | 30 only | 70.00 | 2,100.00 |
| Class "A" Concrete (486 cu.yds.) | All Required | | 30,600.00 |
| Metal Reinforcement (116,400 lbs.) | All Required | | 14,200.00 |
| Structural Steel (78,000 lbs.) | All Required | | 20,500.00 |
| 8-inch Metal Drain Pipe | 120 cu. yds. | 2.50 | 300.00 |
| | | | $78,090.00 |
| Work by U.P.R.R. Company | All Required | | $ 4,100.00 |
| | Subtotal | | $82,190.00 |
| | 10% Engr. & Cont. | | 8,219.00 |
| | Total | | $90,409.00 |

Length of Structure . . . . . . . . . . . . . . . 0.042 Mile

Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $90,409.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

# CLARKE OVERCROSSING OF U.P.R.R.

## PROJECT NO. FO-145(12)

### Estimated cost of work by U.P.R.R. Company

| | |
|---|---|
| Labor and Materials for temporary and permanent Signal and Communication lines . . . . . . . . . . . . . . . . . . | $3,540.00 |
| Labor and Materials for rearranging R/W Fences . . . . . . . . . . . . . . . | 200.00 |
| Labor and Materials to install inner track guard rail . . . . . . . . . . . . | 400.00 |
| | $4,140.00 |
| Use | $4,100.00 |

Oregon State Highway Department

Federal Aid
Project No. FG-145(12)

## CLARKE OVERCROSSING OF U.P.R.R. ON THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1961

Type Code X131
Clarke O'xing (Br. #8884) (Sta. 138+60 to Sta. 140+82)

| | | | |
|---|---|---|---|
| Embankment at Bridge End | All Required | | $ 1,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 3,000.00 |
| Structural Excavation | 310 cu. yds. | $ 5.00 | 1,550.00 |
| Structural Excavation Below Elevation Shown | 30 cu. yds. | 10.00 | 300.00 |
| Furnish Treated Timber Piling | 1,200 lin. ft. | 1.60 | 1,920.00 |
| Drive Timber Piles | 30 only | 60.00 | 1,800.00 |
| Class "A" Concrete (480 cu. yds. at $70) | All Required | | 33,600.00 |
| Metal Reinforcement (112,000 lbs at $0.13) | All Required | | 14,560.00 |
| Structural Steel (78,000 lbs. at $0.25) | All Required | | 19,500.00 |
| 8-inch Metal Drain Pipe | 120 cu. yds. | 4.00 | 480.00 |
| | | | $ 77,710.00 |
| Work by U.P.R.R. Company | All Required | | $ 4,100.00 |
| | Subtotal | | $ 81,810.00 |
| | 10% Engr. & Cont. | | 8,181.00 |
| | Total | | $ 89,991.00 |

Length of Structure . . . . 0.042 Mile

Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $ 89,991.00

## CLARKE OVERCROSSING OF U.P.R.R.

## PROJECT NO. FG-145(12)

### Estimated cost of work by U.P.R.R. Company

| | |
|---|---|
| Labor and Materials for temporary and permanent Signal and Communication Lines . . . . . . . . . . . . . . . . . . . | $3,540.00 |
| Labor and Materials for rearranging R/W Fences. . . . . . . . . . . . . . . . . . | 200.00 |
| Labor and Materials to install inner track guard rail . . . . . . . . . . . . . . | 400.00 |
| | $4,140.00 |
| Use | $4,100.00 |

Oregon State Highway Department

Federal Aid
Project No. FG-145(12)

## CLARK OVERCROSSING OF THE U.P.R.R. ON THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1961

Type Code X131
Clarke O'xing (Br. #8834)(Sta. 138+60 to Sta. 140+82)

| | | | |
|---|---|---|---|
| Embankment at Bridge Ends | All Required | | $ 1,200.00 |
| Shoring, Cribbing, etc. | All Required | | 3,000.00 |
| Structural Excavation | 310 cu.yds. | $ 5.00 | 1,550.00 |
| Structural Excavation Below Elevation Shown | 30 cu.yds. | 10.00 | 300.00 |
| Furnish Treated Timber Piling | 1,200 lin.ft. | 1.60 | 1,920.00 |
| Drive Timber Piles | 30 only | 60.00 | 1,800.00 |
| Class "A" Concrete (486 cu.yds. at $70.00) | All Required | | 34,020.00 |
| Metal Reinforcement (116,400 lbs. at 0.13) | All Required | | 15,132.00 |
| Structural Steel (78,000 lbs. at 0.25) | All Required | | 19,500.00 |
| 8-inch Metal Drain Pipe | 120 cu.yds. | 4.00 | 480.00 |
| | | | $78,902.00 |
| Work by U.P.R.R. Company | All Required | | 4,100.00 |
| | Subtotal | | $83,002.00 |
| | 10% Engr. & Cont. | | 8,300.00 |
| | Total | | $91,302.00 |

Length of Structure . . . . . . . . . . 0.042 mile

Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . $91,302.00

## CLARK OVERCROSSING OF U.P.R.R.

## Project No. FG-145(12)

### Estimated cost of work by U.P.R.R. Company

| | |
|---|---|
| Labor and Materials for temporary and permanent Signal and Communication Lines . . . . . . . . . . . . . . . . . . | $3,540.00 |
| Labor and Materials for rearranging R/W Fences . . . . . . . . . . . . . . | 200.00 |
| Labor and Materials to install inner track guard rail . . . . . . . . . | 400.00 |
| | $4,140.00 |
| Use | $4,100.00 |

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FOR FILING

[illegible]

5171

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 13, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
**ATTENTION:** C. H. Maison, Controller

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Original signed by
L. R. Backlund
Admin. Mgr.

By:
L. R. Backlund
Administrative Manager

Report on Audit of Union Pacific Bill No. 35129
Oregon Project FG-145(12)
Report No. 64-525-76

In conformance with your request of November 27, 1963, the audit of the subject claim has been completed. The costs claimed have been found eligible for reimbursement.

Original to Maison 4-14-64 cc Young 4-16-64

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5971

December 10, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed November 3 on Contract 5971. The contract was with R. A. Heintz & Rogers Construction Company and was for work on the Clarke Overcrossing of the U.P.R.R., grading and structures on the Old Oregon Trail Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 10, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Mr. Floyd Query
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. V. D. Wolfe
Mr. Ivan Merchant
Mr. L. H. Young
Mr. C. H. Maison

er

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5971

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1962

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

OFFICE

R. A. Heintz & Rogers Construction Company completed work on the Clarke O'Xing of the UPRR, Contract No. 5971, grading and structures on the Old Oregon Trail Highway in Morrow County, on November 3, 1962. This contract is ready for acceptance by the Commission.

This is a Federal-Aid Project. We have a report from the Bureau of Public Roads to the affect that they have inspected the contract work and are accepting that part of the contract as complete.

Ivan D Merchant
Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: D. B. Parkes
Floyd Query

RECEIVED
DEC 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5971

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 4, 1962

R. A. Heintz Construction Company &
Rogers Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

Attached are five copies of the Union Pacific Railroad Company's bill in the amount of $1,35[illegible].44 for repairing underground cables damaged by your operations on June 12, 13, and 14, 1962, during the construction of contract No. 5971.

Under the terms of the contract, you are required to obtain and maintain effective Public Liability and Property Damage Insurance to protect the railroads' property. Since this bill appears to be a claim against your insurance, we are sending the bill to you for payment.

A copy of the bill will be retained in our files for future reference. Please notify us when payment has been made.

Very truly yours,

C. F. Nielsen
Auditor

By: D F Wolfe
D. F. Wolfe
Accounting Division

NOTED
G. S. PAXSON

DFW:jc

Attachments

cc: Union Pacific Railroad Company
Assistant Treasurer
Omaha 2, Nebraska

Union Pacific Railroad
Department of Operation
2525 North Larrabee Avenue
Portland 17, Oregon

F. Parson
Division Engineer

Donald Gallaher
Resident Engineer

G. S. Paxson
Deputy State Highway Engineer

RECEIVED
NOV 14 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FG 945 (12)

November 13, 1962

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

**Attention:** Mr. O. H. Baker
Superintendent

Gentlemen:

Re: Clarke Overcrossing of U.P.R.R.
Old Oregon Trail Highway
Morrow County
Contract No. 5971
Your File No. D322-O-14

This is to advise you that our contractor completed his work on the above-captioned project November 3, 1962.

In order that we may complete our contract requirements with the contractor, may we have your final billing for railroad inspection, flagging, etc., that was performed on this project.

Please bear in mind that in accordance with State/Railroad Agreement this project carries the 120-day billing clause. All railroad billings must be received by our accounting division not later than 120 days from the date of this letter.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WDG/mm

cc: Mr. R. M. Brown
Mr. P. M. Stephenson
Mr. Duane Wolfe

NOTED
P. M. STEPHENSON

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

[illegible]

5971

June 18, 1962

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: G. N. Baker
Superintendent

Re: Clarke Overcrossing of
Union Pacific Railroad
Oregon Contract No. 5971

Gentlemen:

This acknowledges receipt of your letter of June 15, 1962, File Reference D 322 - 0 - 14.

Very truly yours,

F. N. Stephensen
Assistant State Highway Engineer

CAG:dl

cc Mr. Ivan Merchant

**UNION PACIFIC RAILROAD COMPANY**
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G H BAKER
SUPERINTENDENT
OREGON DIVISION

[illegible] NO LARRABEE AVE
PORTLAND 17, OREGON

JUNE 15, 1962

File Ref. D 322 - 0 - 14

CERTIFIED MAIL -
Return Receipts Requested

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Merchant:

Clarke Overcrossing - Bridge 8884
Boardman-Irrigon Section, Columbia River Highway

Due to operations of State's Contractor, R. A. Heintz Construction Company and Rogers Construction, Inc., while excavating for footings on above-captioned structure, the Railroad's signal lines were damaged at about 10 A.M., JUNE 12, 1962 near Clarke, Oregon, which resulted in delays to Railroad's train operations.

We expect to present a bill for the damage when the cost has been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker,
Superintendent

cc:
R. A. Heintz Construction
Company and Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Mansfield & Co.
1975 S. W. Fifth Avenue
Portland, Oregon

RECEIVED
MAR 29 1962
FOR FILING

2971

March 29, 1962

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of supplemental agreement dated January 4, 1962, file PUX 408, with the Union Pacific Railroad Company relative to the Clarke Overcrossing (UPRR), Project No. FG-145(12).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

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MAR 23 1962
FORM E-30 50M 11-61 40230
FOR FILING

5971

RAILROAD COMPANIES
FILE No. 72 File

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1962

SUBJECT: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County

To: Mr. Floyd Query
Secretary

OFFICE

Attached please find fully executed copy of a supplemental agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison
Earl Saling

NOTED
FLOYD QUERY

RECEIVED
16 1962

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5771

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 9, 1962

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County

Dear Mr. Baker:

Attached are two copies of a supplemental agreement relative to the above entitled matter. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

After execution by the Railroad, please return the State's copy direct to this office along with 10 copies of Exhibit "C."

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

NOTED
G. S. PAXSON

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JAN 2 1962
FOR FILING

PC 145(13)

5971

January 2, 1962

Mr. Glenn L. Jackson
State Highway Commissioner
c/o Pacific Power & Light Co.
216 W. Main St.
Medford, Oregon

Dear Mr. Jackson:

On December 14, 1961 we sent to Mr. McIver an agreement with the Union Pacific Railroad Company authorizing a haul road across the Union Pacific tracks near the Clarke Overcrossing in Morrow County, to be forwarded to you for signature. We called Mr. McIver's office and they said they had sent it to you on the 18th.

Would you please let us know if you have received this document?

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

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D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5971

December 18, 1961

Mr. C. G. Polk
Division Engineer
U.S. Bureau of Public Roads
477 N. Cottage Street
Salem, Oregon

Dear Mr. Polk:

Re: Boardman Junction-Irrigon
Clarke O'Xing of UPRR
Contract No. 5971
FAP No. FG-145(12)

R. A. Heintz Construction Company & Rogers Construction Company began work on the Boardman Junction - Irrigon Section of the Clarke O'Xing of the Union Pacific Railroad on Columbia River Highway in Morrow County, Contract No. 5971, FAP No. FG-145(12), on December 13, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
FLOYD QUERY

CAG:dl

cc: Floyd Query ✓
J. W. Nash
D. B. Parkes

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5971

AGENDA
JAN 19 1962
4j

4j

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 13, 1961

**SUBJECT:** Agreement with Union Pacific Railroad re
Boardman Junction-Irrigon Secttion
Columbia River Highway

To: Mr. Floyd Query
Secretary
BUILDING

Attached are two copies of an agreement between the State and the Union Pacific Railroad authorizing a haul road across the Union Pacific tracks near the Clarke Overcrossing in Morrow County.

It would be appreciated if you would circulate this to the State Highway Commission for approval.

Our contractor is desirous to move material across this crossing at the earliest possible date.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
atttach.

If the Commission wishes to sign this agreement I will place it on the Jan 19, 1962 agenda for Confirmation

F Query

M

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FOR FILING

59-71

November 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of agreement with the Union Pacific Railroad Company, file No. 32325, relative to the construction of the Clarke Overcrossing (UPRR), Project No. FG-145(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
NOV. 15 1961
FOR FILING

5971

November 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of agreement with the Union Pacific Railroad Company, file No. 32325, relative to the construction of the Clarks Overcrossing (UPRR), Project No. FG-145(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
NOV 14 1961
FOR FILING

FORM E-30X—30M—6-61—36662

5971

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

RAILROAD COMPANIES
FILE No. 572

To: Mr. Earl Saling
Right of Way Manager
Office

SUBJECT: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County
File 32325

Attached please find executed copy of agreement between Union Pacific Railroad Company and the State relative to the above-titled project. It will not be necessary to record this agreement.

After processing by your office, please forward the executed copy to Mr. Query for the Commission's files. We have made distribution as indicated below.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison

RECEIVED
NOV 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

FG-145(12)
5971

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 12, 1961

R. A. Heintz Const. Co., &
Rogers Const. Inc.,
11760 NE Glisan
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5971, awarded September 15, 1961, for construction of the Clark RR Overcrossing on the Boardman Jct.-Irrigon Section of the Columbia River Highway in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 20 1961
FOR FILING
[illegible] (13)
5[illegible]

C
O
P
Y

RAILROAD COMPANIES
FILE No. 572

September 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

re: Seven Oaks Overcrossing
of Southern Pacific Railroad
and Clarke Overcrossing of
Union Pacific Railroad

Dear Sir:

I attach hereto unsigned copies of agreements with the Southern Pacific Company covering the Seven Oaks Overcrossing in Jackson County and with the Union Pacific Railroad Company covering the Clarke Overcrossing in Morrow County.

The Seven Oaks Overcrossing agreement was signed by the Highway Commission July 28, 1961 and has been sent to the Southern Pacific Company for signature. The agreement was prepared by the Southern Pacific Company.

The Clarke Overcrossing agreement was signed by the Highway Commission on June 27, 1961 and has been returned to the Union Pacific Railroad Company for signature. This agreement was prepared by the Union Pacific Railroad Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
SEP 14 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
September 14, 1961

Clarke Overcrossing
Columbia River Highway
Morrow County

Mr. D. W. Gallaher

RAILROAD COMPANIES
FILE No. 572

The easement granted by the Union Pacific Railroad Company of 25 feet each side of our highway centerline is to cover the completed structure. I do not believe you will have any difficulty with the railroad company if you get outside of this area with equipment during construction.

I would, however, keep the contractor as close to the easement area granted as practicable.

G. S. Paxson
Assistant State Highway Engineer

[illegible]

cc to: Mr. Ivan D. Merchant
Mr. A. F. Parson

FORM E-30X—30M—2-59—19160

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Arlington, Oregon
September 12, 1961

SUBJECT: Clarke O'xing of UPRR
Bridge Construction Easement
Right of Way File #32325

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

It has been noted from a division office copy of your letter of June 26, 1961 to Mr. A. F. Parson, Division Engineer, that the above construction easement from the Union Pacific Railroad had not been approved by the Railroad, at that date. At this date no additional information has been received, on any action by the Railroad.

In addition, the right of way map for this section of Highway 730 indicates a proposed easement of 80 ft. right and left of the highway center line. However, our copy of this easement sets up only 25 ft. left and right of center line - a very limited access for bridge construction.

Transmission of any information at your disposal to clarify these matters will be appreciated.

D. W. Gallaher

D. W. Gallaher
Resident Bridge Engineer

DWG:dg

cc: Mr. I. D. Merchant
Mr. A. F. Parson

RECEIVED
SEP 14 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH [illegible]. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau Public Roads
Salem, Oregon

W. C. WILLIAMS

Dear Sir:

Enclosed is one sheet showing plan and profile for Clark Overcrossing of the UPRR on the Boardman Junction-Irrigon Section of the Columbia River Highway.

This is tentatively scheduled for August 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

ORIGINAL SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

ADO:jk

CC: W. C. Williams

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JUL 7 1961
FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]
[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 5, 1961

RAILROAD COMPANIES
FILE No. 572

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County
File No. 32325

Dear Mr. Baker:

Enclosed please find two fully executed copies of the above-entitled agreement.

When the State's executed copy is returned, I would appreciate receiving ten additional copies each of Exhibits "A" and "B".

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. Paxson

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1961
FOR FILING

T. C-145(12)

[illegible]

Salem, Oregon
July 3, 1961

NOA

Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County
File No. 32325

RAILROAD COMPANIES
FILE No. 572

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company relative to construction of the Clarke Overcrossing on the Boardman-Irrigon Section of the Columbia River Highway in Morrow County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

RECEIVED
JUN 26 1961
FOR "FILING"

[illegible] (12)

[illegible] 71

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1961

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

SUBJECT: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County
File No. 32325

RAILROAD COMPANIES
FILE No. 572

Attached please find duplicate copies of construction and easement agreement with Union Pacific Railroad Company relative to the above-titled matter. Both copies should be executed and acknowledged by the Commission.

After execution and acknowledgment by the Commission, please return both copies direct to me for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

NOTED

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JUN 2? 1961
STATE HIGHWAY ENGINEER

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JUN 7 1961

FOR FILING

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5771

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1961

SUBJECT: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

Herewith I hand you copy of Order No. 37875 issued by the Public Utility Commissioner, under date of June 1, 1961, relative to the above-titled matter. This is a supplemental order correcting Order No. 37823 as to location of structure and providing for the furnishing of engineering and inspection services by the railroad companies at the State's cost.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant
Tom Edwards
I. A. DeFrance
A. F. Parson
H. B. Simpson
J. W. Nash

NOTED
G. S. PAXSON

RECEIVED
JUN 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37875

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 168

In the matter of the petition of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct a crossing above grade (overcrossing) over the main line track and passing track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the CLARKE OVERCROSSING project, in Morrow County, Oregon.

SUPPLEMENTAL ORDER

On May 3, 1961, Order #37823 was entered in the above entitled matter. There is recited in that order, page 2 thereof, that the crossing in question is located ".... at a point approximately 30 miles west of Irrigon, Oregon, and approximately 5 miles east of Boardman, Oregon, as part of the Columbia River Highway between Boardman and Irrigon, Oregon, and known as the Clarke Overcrossing project."

Petitioner, by letter dated May 15, 1961, requests the order be supplemented so as to substitute on page 2 thereof the precise mileage distance from Irrigon and Boardman in place and stead of the approximate distances now recited therein, so as to provide as follows:

"On November 17, 1960, the state of Oregon, by and through its State Highway Commission, filed a Petition pursuant to the provisions of ORS Chapter 763, for permission to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondent, at a point located 6.9 miles west of Irrigon and 3.7 miles east of Boardman, as part of the Columbia River Highway between Boardman and Irrigon, Oregon, and known as the Clarke Overcrossing project."

Respondent, by letter dated May 22, 1961, refers to an uncontroverted item alleged in Petitioner's pleading relating to engineering and inspection services to be furnished by Respondent, and concerning which oral testimony was unintentionally omitted at the hearing in the belief such admitted matter did not require substantiating testimony, and therefore requests in said letter that Subparagraph (b) on page 5 of the aforementioned order be corrected by adding the omitted items so as to read as follows:

"(b) Subject to reimbursement by Petitioner, furnish such engineering, inspection, watchman and flagman services as may be required to safeguard railroad operations during the construction period."

Both requests having received due deliberation and no objection thereto having been received, it is concluded that both requests in the interest of clarifying the abovementioned order should be approved; it is therefore

ORDERED that the finding of fact and conclusions of law in Order #37823, entered May 3, 1961, be and the same are hereby amended in accordance with the foregoing; and it is further

ORDERED that said Order #37823 in all other respects shall be and remain as originally entered; and it is further

ORDERED that this supplemental order shall be effective upon the date of the execution hereof.

Made and entered this 1st day of June, 1961.

Public Utility Commissioner

(SEAL)

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MAY 29 1961
FOR FILING

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FG-145(-12)

-991

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 15, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County
PUC Docket No. SXF-168

Dear Sir:

On page 2 of your order No. 37823, issued May 3, 1961 in the above-titled matter, your Docket No. SXF-168, it is recited that the crossing in question is located "approximately 30 miles west of Irrigon, Oregon, and approximately 5 miles east of Boardman, Oregon."

Attention has been called to the fact that this is in error as the crossing is located 6.9 miles west of Irrigon on the new location and 3.7 miles east of Boardman. The total distance between the two towns is 10.6 miles.

The matter is called to your attention for such informational value as it may have.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
I. A. DeFrance
A. F. Parson
J. W. Nash
H. B. Simpson

9

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MAY 11 1961
FORM E-30 50M 7-60 29305

FOR FILING
FG-145 (11)

771

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1961

SUBJECT: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Herewith I hand you copy of Order No. 37823 issued by the Public Utility Commissioner, under date of May 3, 1961, relative to the above-titled matter.

The order appears to be in accordance with the petition of the Highway Commission and testimony presented at the hearing.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Ivan Merchant (3)
Tom Edwards (2)
I. A. DeFrance (2)
A. F. Parson (2)
J. W. Nash (3)
H. B. Simpson (1)

NOTED

RECEIVED
[illegible] 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37823

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 168

| | |
|---|---|
| In the matter of the petition of the STATE OF OREGON, by and through its State Highway Commission, for permission to construct a crossing above grade (overcrossing) over the main line track and passing track of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the CLARKE OVERCROSSING project, in Morrow County, Oregon. | ORDER |

The above entitled matter was duly heard on April 17, 1961, at Salem, Oregon, before A.E. Nowack, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Staff Attorney,
Salem, Oregon
In behalf of Oregon State
Highway Commission

For Respondent:

Robert B. Batchelder, Assistant
General Attorney, Portland, Oregon
In behalf of Union Pacific Railroad
Company and Oregon-Washington
Railroad & Navigation Company.

For Commissioner:

C.E. Jaqua, Utility Engineer
Salem, Oregon
In behalf of Public Utility Commissioner

On November 17, 1960, the State of Oregon, by and through its State Highway Commission, filed a Petition pursuant to the provisions of ORS Chapter 763, for permission to construct an overcrossing structure across the right of way and over the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Respondent, at a point approximately 30 miles west of Irrigon, Oregon, and approximately 5 miles east of Boardman, Oregon, as part of the Columbia River Highway between Boardman and Irrigon, Oregon, and known as the Clarke Overcrossing Project.

Attached to and made a part of the Petition is drawing No. 8884-A containing a grade line diagram, clearance diagram, vicinity map and fully detailed plans of the proposed structure. A revised copy of drawing No. 8884-A, Petitioner's Exhibit I, was received in evidence during the hearing. Drawing No. 16023, containing a topographical vicinity map and profile diagram of the location involved, was received in evidence as Exhibit #2.

The Petition also sets forth in detail the proposed manner in which the construction and maintenance of the project will be handled and the costs thereof borne.

On December 8, 1960, the Answer of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, hereinafter referred to as Respondent, was filed with the Commissioner, raising no objection to the proposed overcrossing project, but Respondent alleges that an inner guard rail should be installed underneath and 50 feet beyond the limits of the structure and that Petitioner should reimburse Respondent for the installation thereof.

The matter was thereafter set down for hearing at the time and place abovementioned and notice thereof served upon the parties and others having expressed an interest in the proceeding. Copies of such notice were also mailed to the news media in the area concerned.

Evidence was adduced on behalf of Petitioner and Respondent, the hearing was completed and the matter submitted for determination. Based upon the evidence and record it is found that:

In order to provide the traveling public with a more convenient, safer, straighter and shorter route, Petitioner is in the process of relocating a portion of Columbia River Highway. In connection therewith a crossing of the right of way and tracks of Respondent is necessary on the relocated highway, between Boardman and Irrigon, in the Northwest Quarter of the Southeast Quarter (NW¼) (SE¼) of Section 7, Township 4 North, Range 26 East, of the Willamette Meridian, in Morrow County, Oregon, and will be listed as Crossing No. 2A-169.24-A in the Commissioner's Catalog of Crossings in the State of Oregon.

Rail traffic over the tracks to be crossed consists of 18 train movements per day, six passenger trains, 3 in each direction and 12 freight trains. Maximum permissible speed at the intersection is 79 miles per hour for passenger trains and 50 miles per hour for freight trains. The average daily volume of traffic on the proposed new structure will be 1,800 vehicles per day, plus anticipated increase to 3,600 vehicles in 1975. An overcrossing will be suitable and proper for the safety and convenience of the traveling public since it will permit a division of train and vehicular traffic by separating the grade of highway and railroad.

The proposed structure will be on a 2,050 foot vertical curve connecting an ascending grade of 1.18% from the southwest and an ascending grade of 3.42% from the northeast.

The Petition and the plans and specifications contained in drawing No. 8884-A as revised, call for the construction of a reinforced concrete and steel structure, the center section being the 82 foot long steel beam span which crosses over the tracks of Respondent. Attached to the center span, on each side, is one 56 foot long reinforced concrete deck girder span, and one 14 foot long continuous span, making the total length of the structure 222 feet along the center line. The deck will provide a roadway 30 feet in width between felloeguards. No pedestrian walks will be constructed.

The centerline of the highway on the proposed structure will intersect the centerline of the main track of Respondent beneath the structure at Highway Survey Station L-139+65.70 and Railroad Survey Station 1038+78 at an angle of 54° 32' 45" in the southeast quadrant.

Minimum vertical clearances above base of rail will be 24 feet, 1 5/8 inches above the main track and 24 feet, 3¼ inches above the passing track. The minimum horizontal clearances will be 36 feet, 2½ inches north from the center of the main track and 12 feet, 9 1/8 inches south from the center line of the passing track. These clearances are in excess of the minimums heretofore prescribed in Commissioner's Order #33700. No impaired clearances will be necessary during construction.

The witness for Petitioner agreed that an inner guard rail, extending underneath and 50 feet beyond the limits of the proposed structure should be installed as alleged in Respondent's Answer and that the latter should be reimbursed for the installation thereof. This inner guard rail will tend to prevent damage to the structure in the event of a derailment on the side where the clearance is only 12 feet by causing the derailed cars to continue to move in the direction of the track.

Petitioner proposes that construction and maintenance of the overcrossing be handled and the costs thereof borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure.

(b) Finance the construction of said overcrossing structure without participation therein, from funds of Respondent, from State and Federal highway funds, including reimbursement to Respondent for its necessary expenditures incurred in connection therewith.

(c) Maintain the said overcrossing structure with its appurtenances and highway approaches after the completion of the project.

Respondent will:

(a) Subject to reimbursement by Petitioner, make such rearrangements in its signal and communication lines as may be required to safeguard them during the construction period and reinstall the same in permanent locations after completion of the project.

(b) Subject to reimbursement by Petitioner, furnish such watchman and flagman services as may be required to safeguard railroad operations during the construction period.

(c) Subject to reimbursement by Petitioner, remove and replace right of way fences as may be required for the construction project.

(d) Subject to reimbursement by Petitioner, install an inner guard rail extending underneath and for 50 feet beyond the limits of the overcrossing structure.

(e) At its own cost and expense maintain existing and future railroad tracks and their appurtenances and facilities after completion of the alteration project.

No objections regarding these proposals were made and they are approved.

No person or party appeared in opposition to the granting of the permission requested.

From the foregoing it is concluded that the proposed overcrossing is necessary in connection with the construction of a revised location of the Columbia River Highway between Boardman and Irrigon, Oregon, and is required in the interest of public safety, convenience and general welfare. Permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway overcrossing structure herein proposed be and the same is hereby granted, and No. 2A-169.24-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon; and it is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

(1) The construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design, with the plan and profile contained in Oregon State Highway Department Bridge Division Drawing No. 8884A, as revised on January 26, 1961, received as Exhibit I herein, or such revisions thereof as may be mutually agreed upon by Petitioner and Respondent.

(2) Construction and maintenance of the proposed project shall otherwise be done and the costs thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 3d day of May, 1961.

Jowel C Hill
Public Utility Commissioner

(SEAL)

FORM E-123-X 50M 1-61

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APR 6 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F G-145 (12)

5741

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 29, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 408 - Clarke O-Xing
Union Pacific Railroad Co.
Morrow County

Dear Sir:

Herewith I hand you copy of print 8884-A, revised January 26, 1961, for substitution for print of drawing of the same number filed with the petition on the above-titled matter, your Docket SXF-168. Copies already have been furnished to the railroad companies, and one copy is being sent to the Morrow County Court with a copy of this communication.

The drawing has been revised to show some minor changes in the vertical and horizontal clearances shown on the clearance diagram, and to show reduction in the length of the vertical curve on the highway grade line from 2100' to 2050'.

Yours very truly,

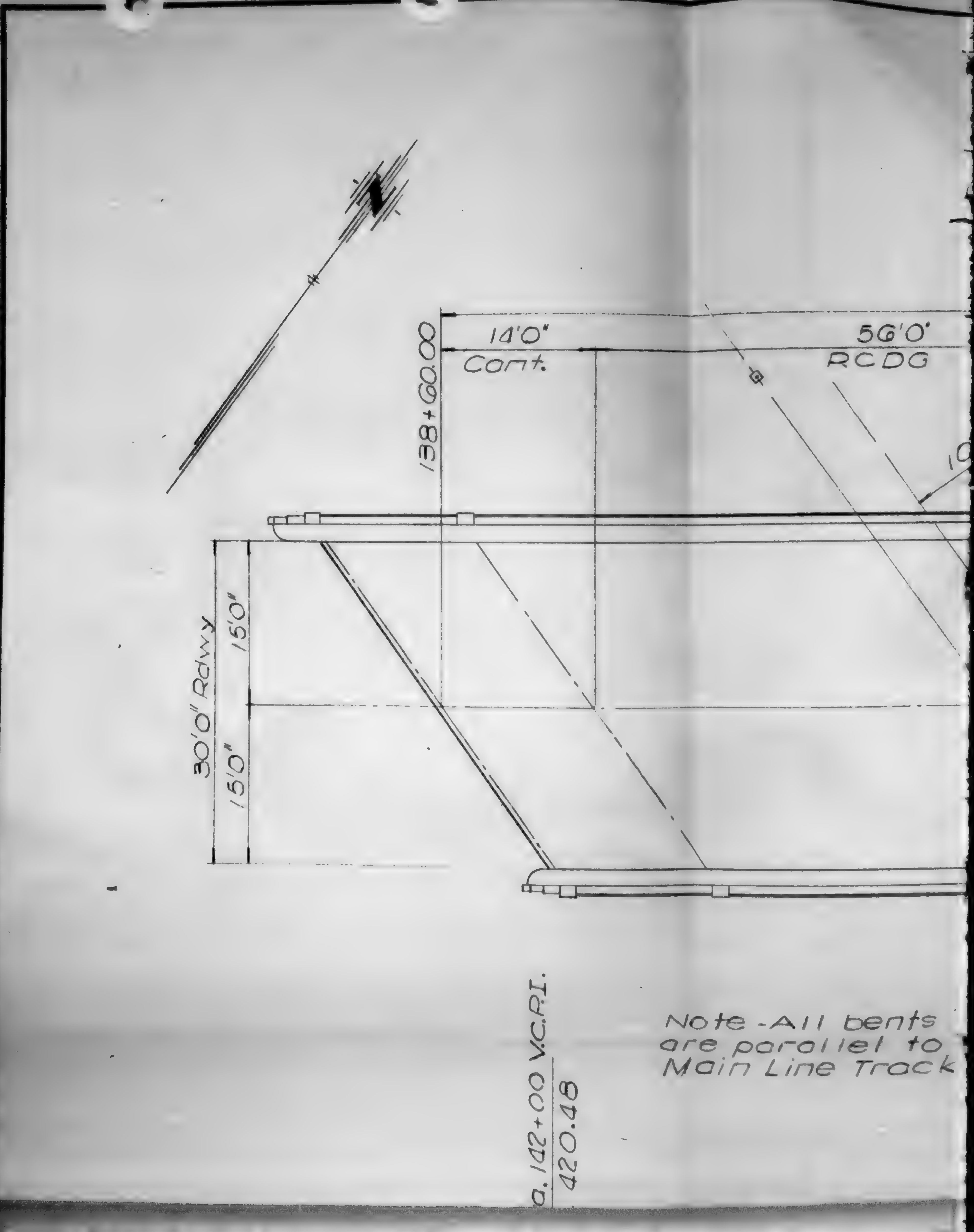
L. I. LINDAS
Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Morrow County Court - w/ ex.
G. S. Paxson - w/ex.
Tom Edwards - w/ex.
A. F. Parson - w/ex.
Ivan Merchant

RECEIVED
MAR 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER


14'0"
Cont.
56'0'
RCDG
10
138+60.00
30'0" Rdwy
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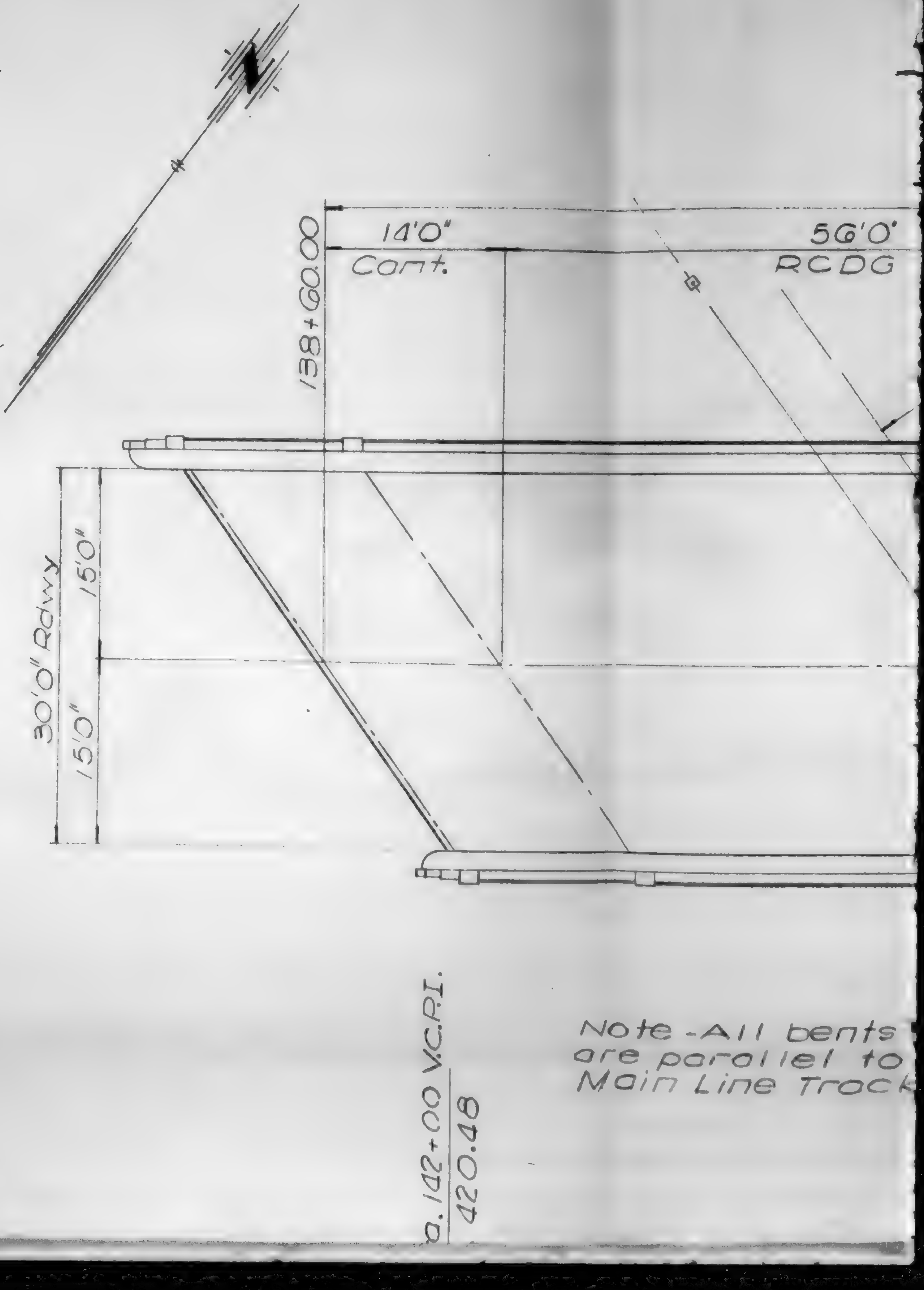
15'0"
a. 142+00 V.C.P.I.
420.48
Note - All bents
are parallel to
Main Line Track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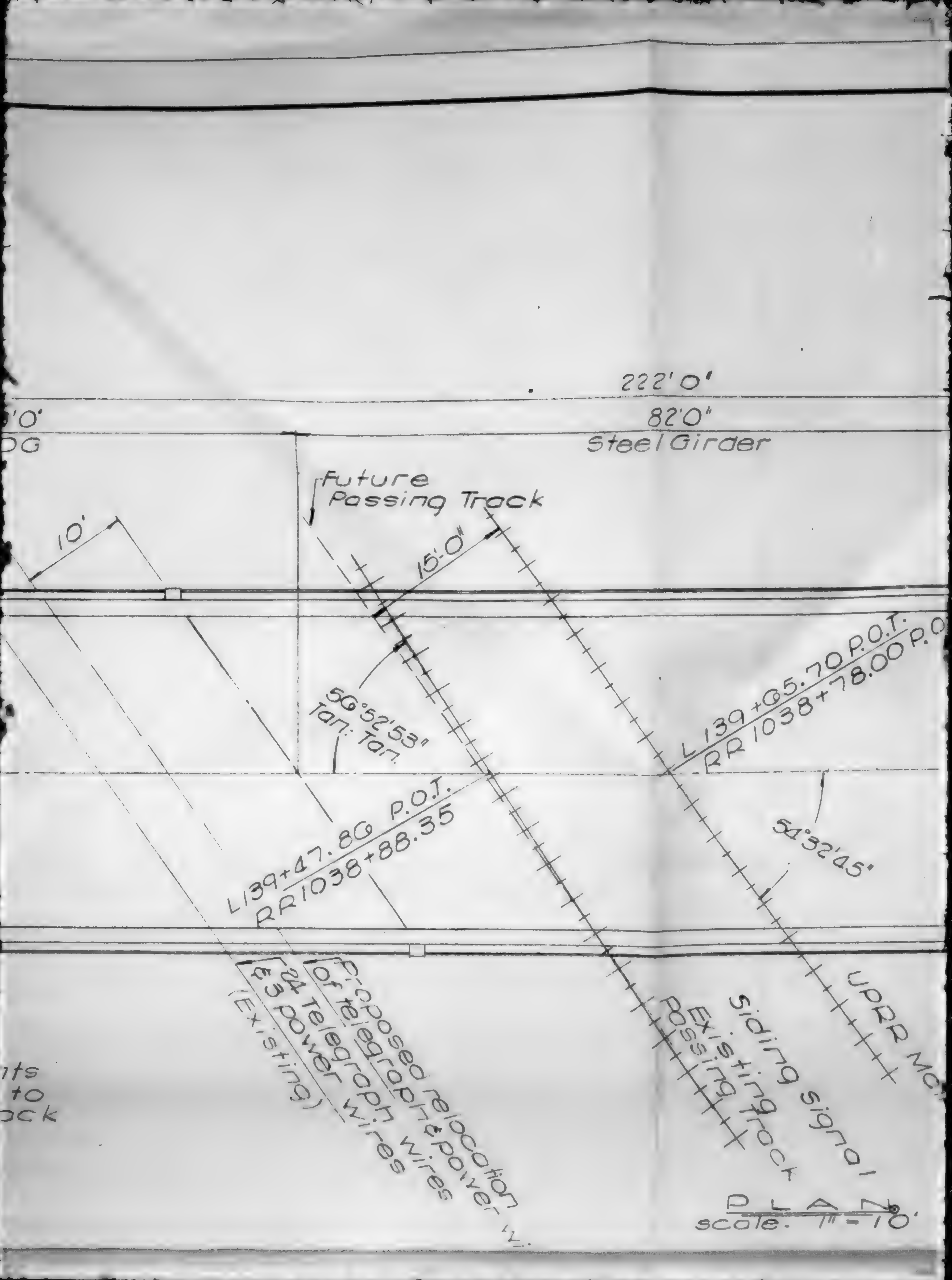
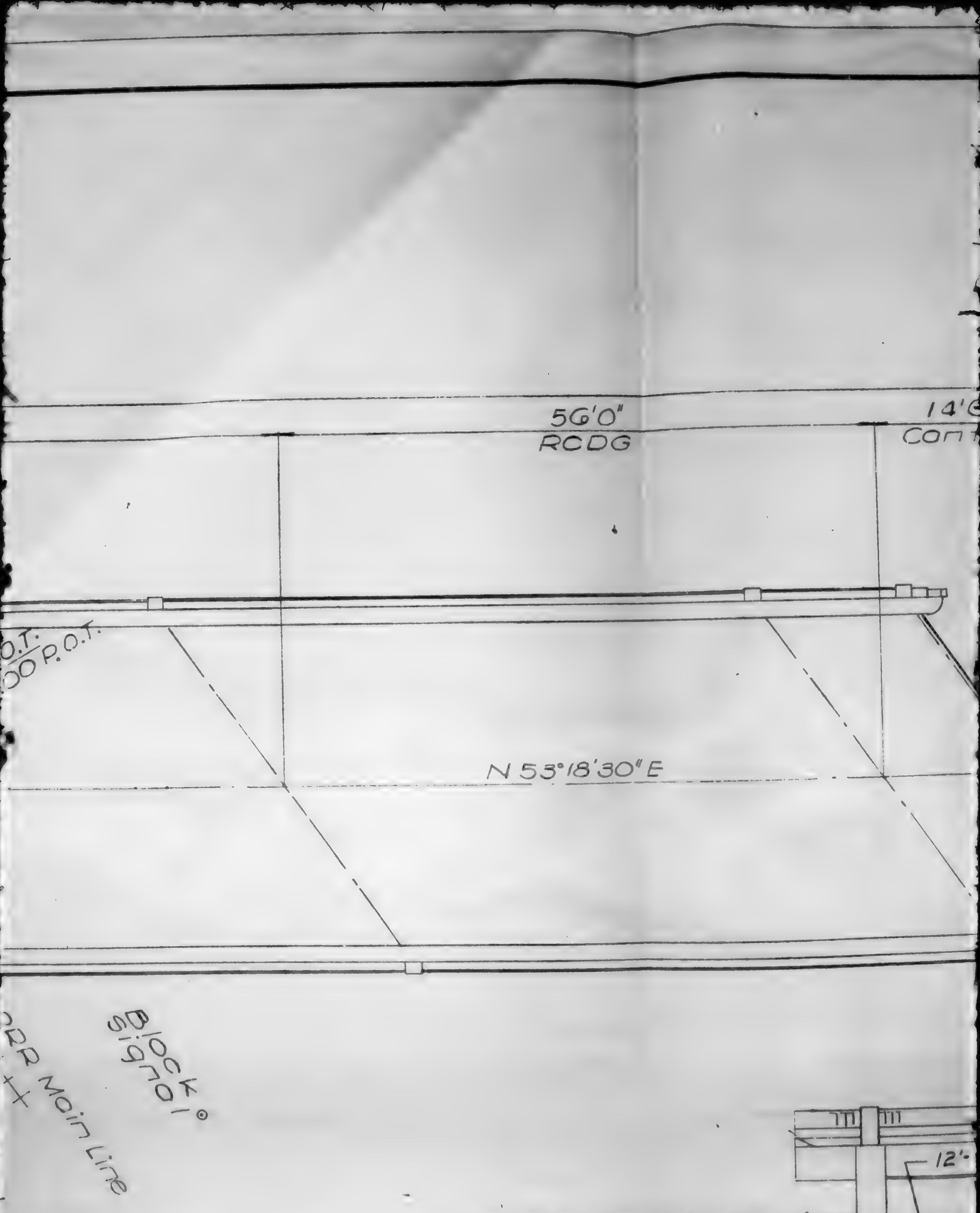
a. 142+00 V.C.P.I.
420.48

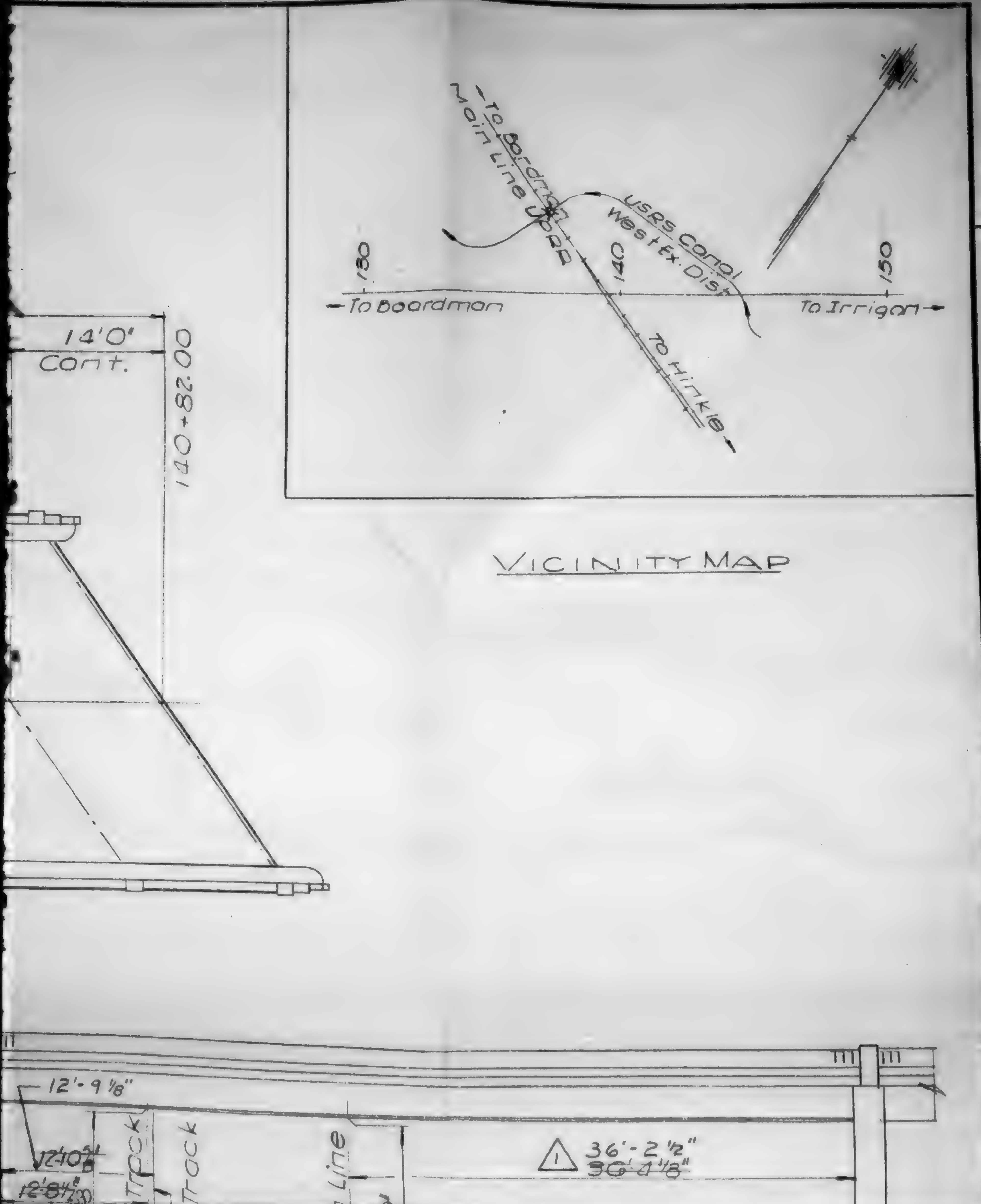
Note - All bents
are parallel to
Main Line Track


222'0'
82'0"
Steel Girder
Future Passing Track
10'
15'-0"
56°52'53" Tan. Tan.
L139+65.70 P.O.T.
RR1038+78.00 P.O
54°32'45"
L139+47.86 P.O.T.
RR1038+88.35
Proposed relocation of telegraph & power wires
24 Telegraph & 3 power wires (Existing)
Existing Passing Track
Siding signal
UPRR Ma

PLAN
scale: 1" = 10'

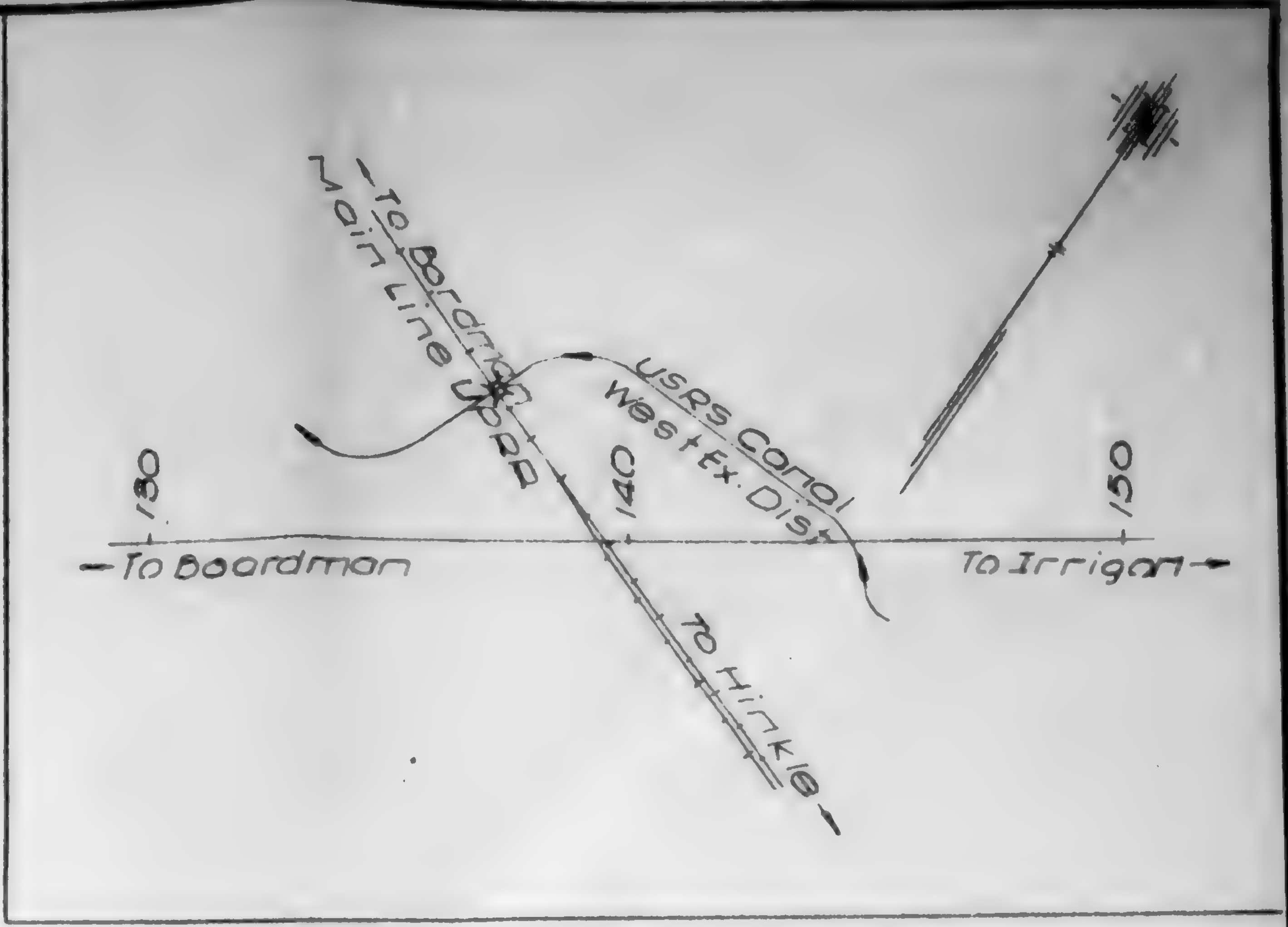

56'0"
RCDG
14'6
Cont
O.T.
00 P.O.T.
N 53°18'30"E
Block Signal
RR Main Line
10'
12'-
12'-0
12'-8½

Horizontal dimensions are at right angles to UPRR Main Line Track. △1


To Boardman
Main Line U.P.R.R.
USRS Canal
West Ex. Dist.
130
140
150
To Boardman
To Irrigon
To Hinkle
14'0"
Cont.
140+82.00
12'-9 1/8"
12'-0 5/8"
12'-8 1/2"
Track
Track
Line
1
36'-2 1/2"
~~36'-4 1/8"~~

VICINITY MAP

14'0'
Cont.
140+82.00


To Boardman
Main Line UPRR
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West Ex. Dist
130
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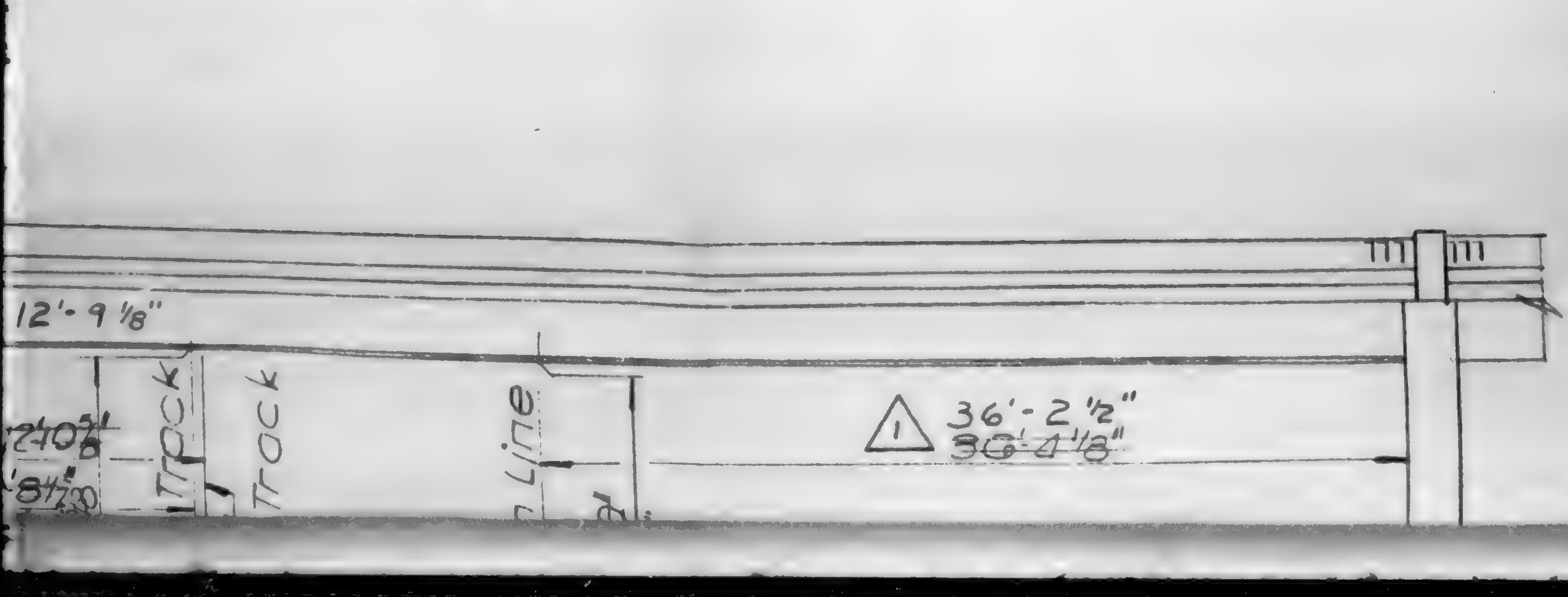
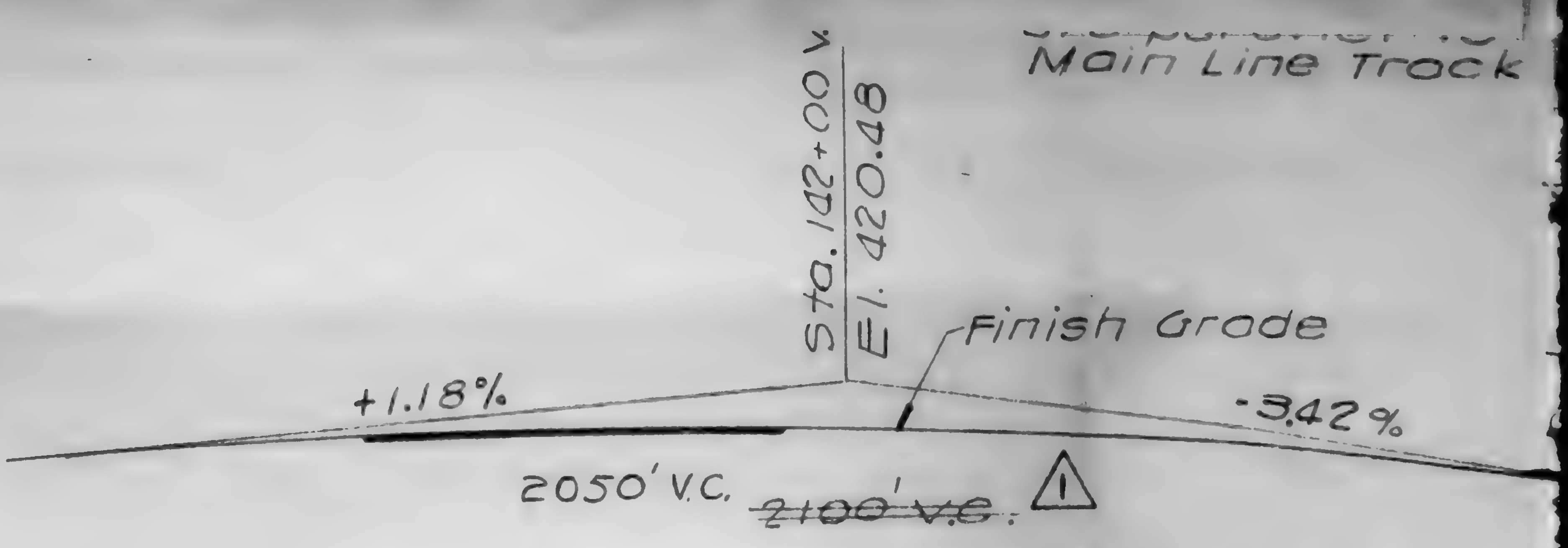
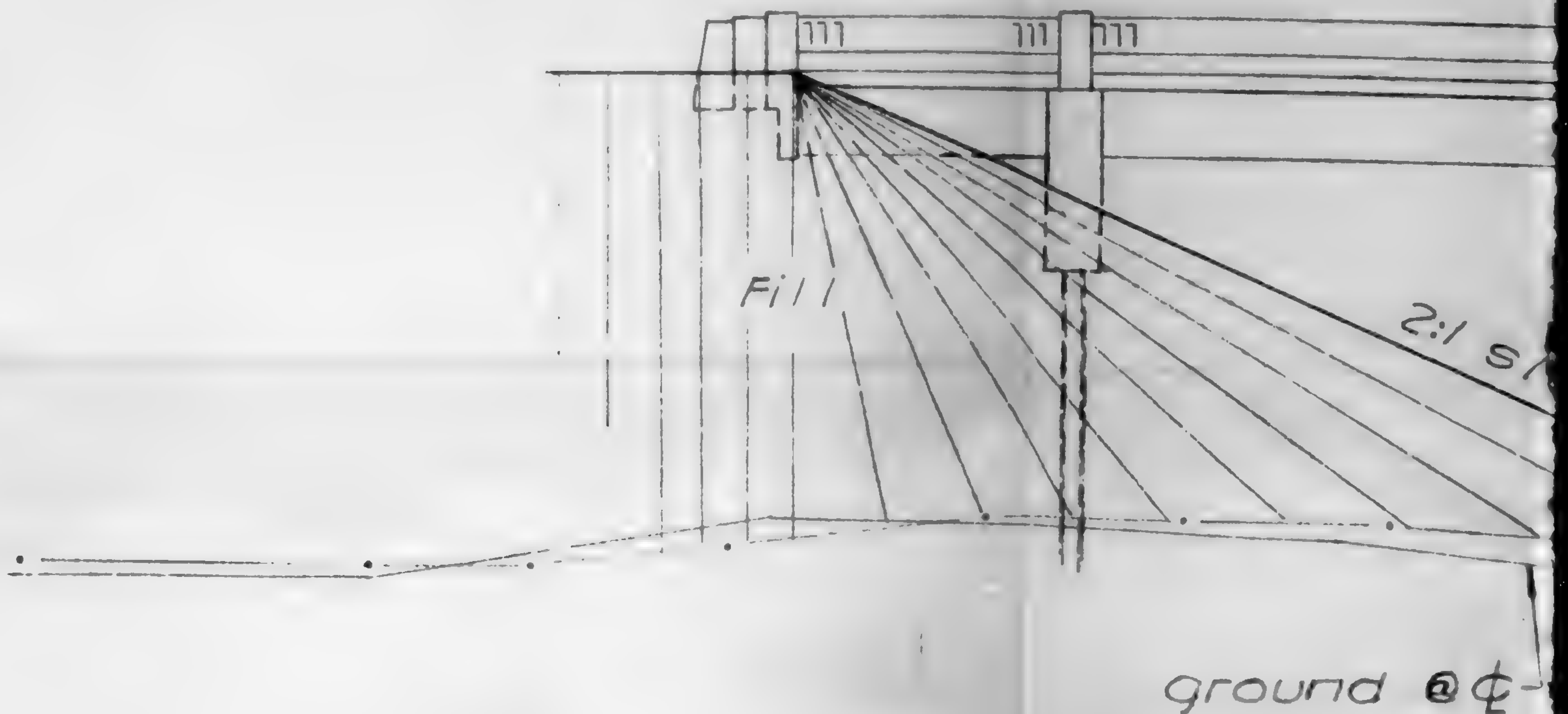
To Boardman
To Irrigon
To Hinkle

VICINITY MAP


12'-9 1/8"
Track
Track
Line
1
36'-2 1/2"
36'-4 1/8"


Main Line Track
Sta. 142+00 V.
El. 420.48
Finish Grade
+1.18%
-3.42%
2050' V.C. ~~2100' V.C.~~ 1

Note- Elevations shown above are finish profile grade 12' lt. or rt.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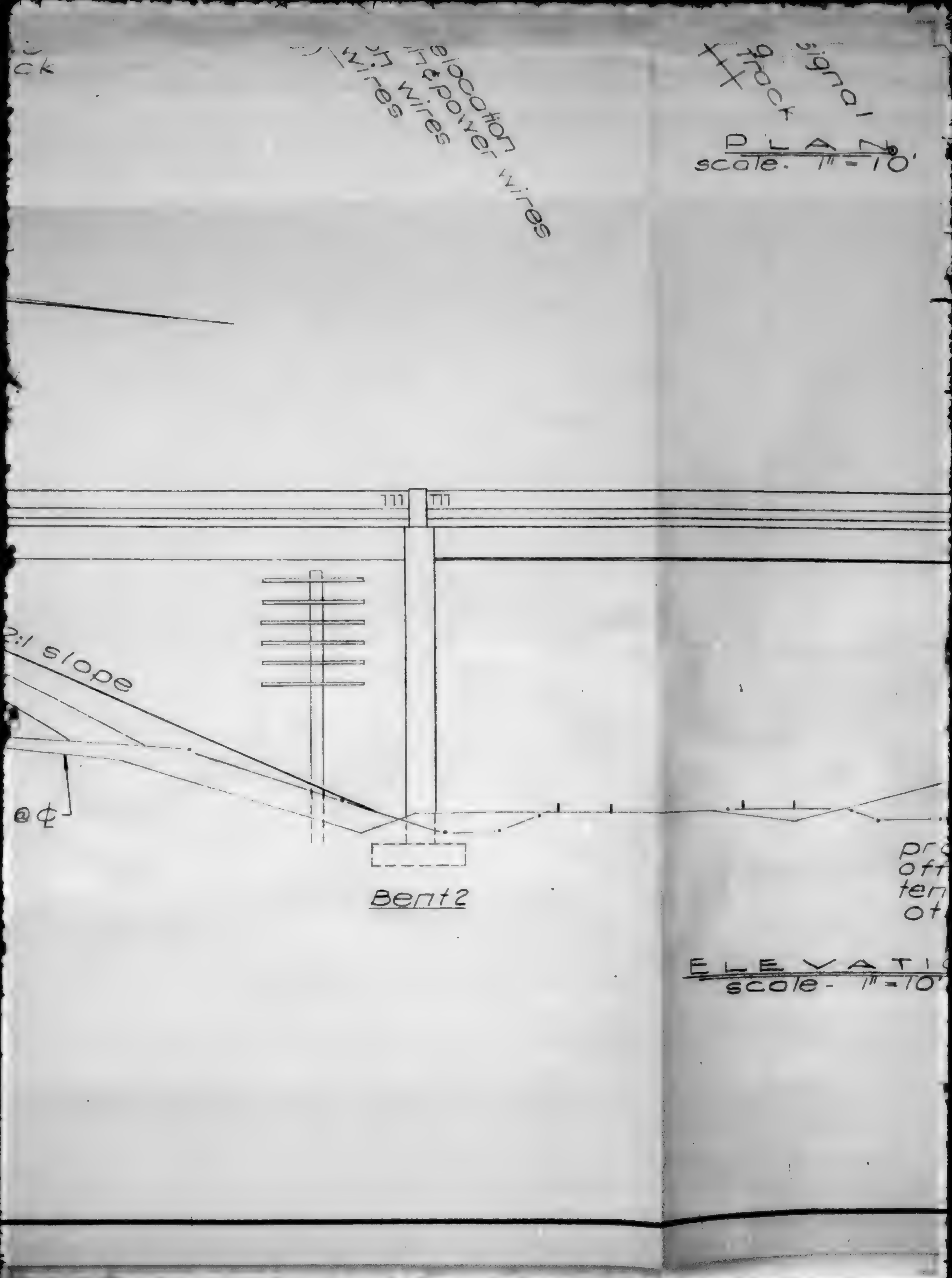ck
elocation
& power wires
W.J. wires
wires
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track
signal
PLAN
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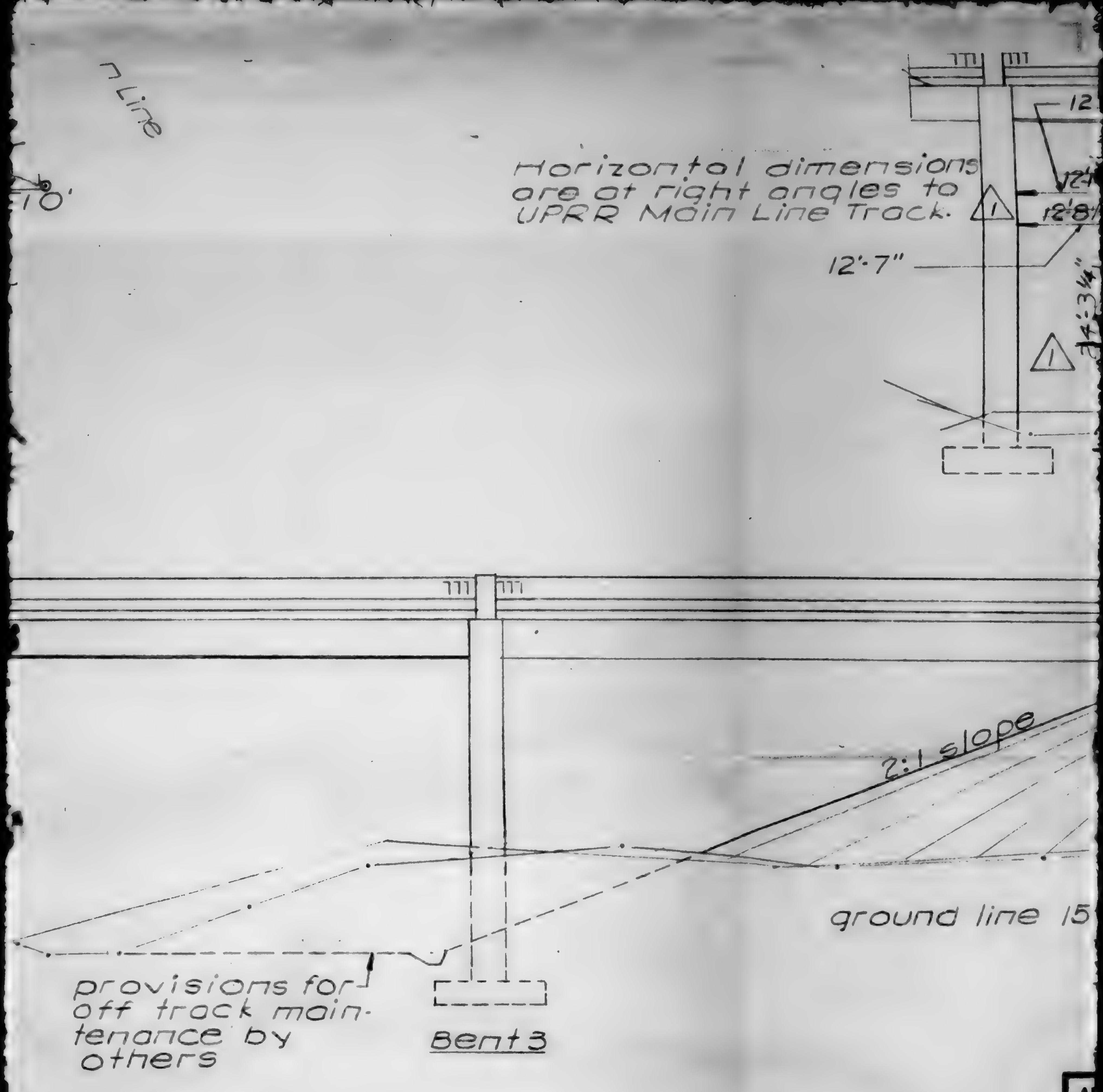
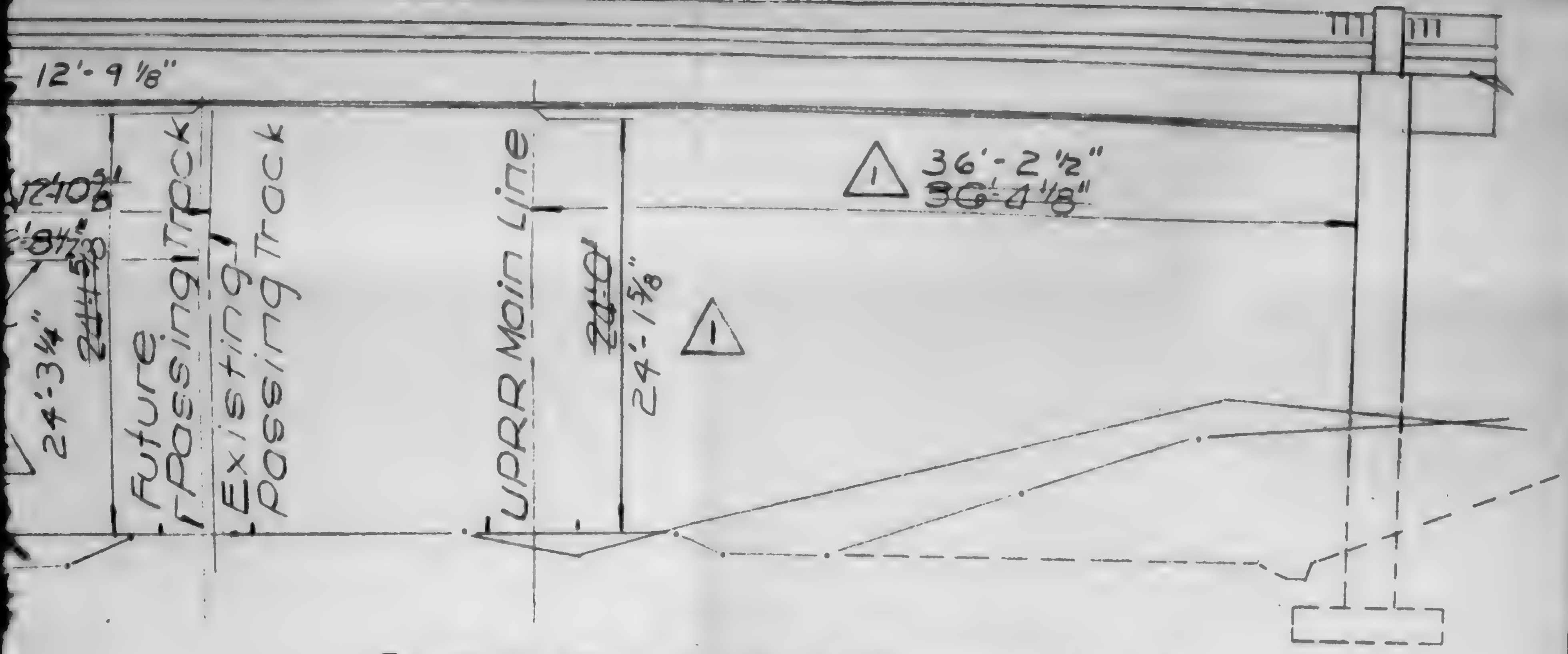
scale - 1" = 10'


Line
10'
12'
12'4
12'8
12'-7"
14'-3¼"
1
1
2:1 slope
ground line 15
provisions for off track maintenance by others
Bent 3

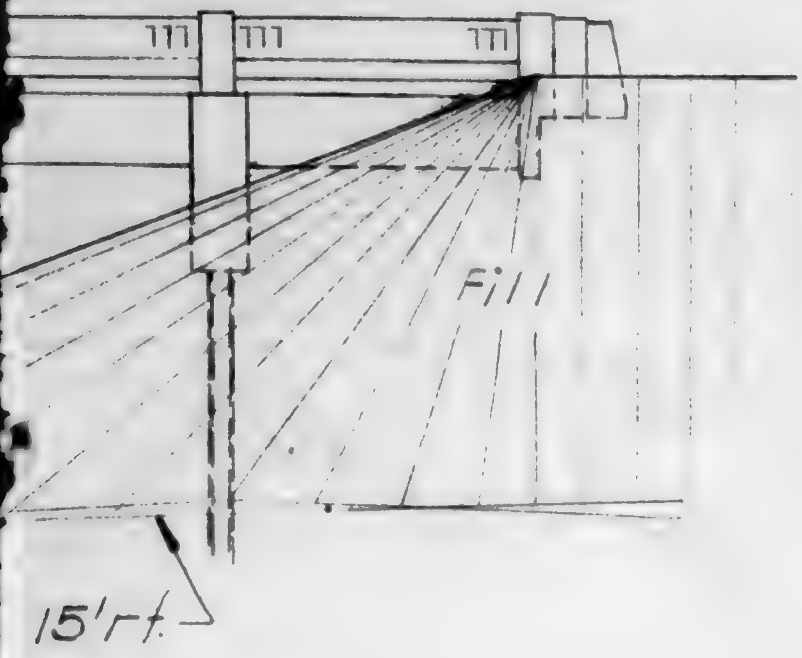
Horizontal dimensions are at right angles to UPRR Main Line Track.

ATION
1"=10'

△1 1-26-61 Dimensions changed


12'-9 1/8"
Future Passing Track
Existing Passing Track
UPRR Main Line
1
36'-2 1/2"
~~36'-4 1/8"~~
1
~~24'-0"~~
24'-1 5/8"
24'-3 1/4"

CLEARANCE DIAGRAM
NO SCALE



Bent 4

| | |
|---|---|
| APPROVED:<br>Ivan D Merchant<br>BRIDGE ENGINEER<br>ASS'T. STATE HIGHWAY ENGINEER<br>STATE HIGHWAY ENGINEER | **OREGON STATE HIGHWAY DEPARTMENT**<br>**BRIDGE DIVISION**<br>CLARKE OVERCROSSING OF THE UNION PACIFIC RAILROAD<br>BOARDMAN-IRRIGON SECTION<br>COLUMBIA RIVER HIGHWAY<br>MORROW COUNTY<br>PLAN AND ELEVATION |
| DESIGNED<br>DRAWN R.B.F. | CHECKED<br>CALC. BOOK |
| DATE Sept. 30, '60 BRIDGE NO. 8884<br>ACCOMPANIED BY DWGS. | SHEET 1 OF<br>DRAWING NO. 8884-A |

I-5-6(28) Harbor Dr.-Lowell St. Unit, 1961
300 Harbor Dr.-Washington Co. Line
#5972 Sec., Pacific Hwy.

RECEIVED
JUN 1 - 1966
FOR FILING
[illegible]

5972 Copy

REFERRED TO
Legal & R/W

RICHARD D. NELSON
ATTORNEY AT LAW
OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9521

May 23, 1966

Oregon State Highway Commission
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: The State of Oregon (C. L. Staab,
dba Staab's Nursery) vs. Spragues'
Incorporated of Washington and
United Pacific Insurance Company
Multnomah County Circuit Court
Case No. 319-306

Gentlemen:

Please be advised that the above-captioned matter has been fully settled, and the case was dismissed by order of Judge Charles W. Redding on May 19, 1966.

Very truly yours,

R D Nelson
Richard D. Nelson

RDN:mg

cc: Oregon State Highway Commission
C. H. Maison, Auditor

cc: United Pacific Insurance Company

RECEIVED
MAY 25 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 21 1963

FOR FILING
5972

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1963

SUBJECT: Harbor Drive-Lowell St. R.I. Project
Harbor Drive-Washington County Line Sec.
Pacific Highway : Contract 5972

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

Herewith correspondence from Mr. Benedict and a small map on which is colored the landscape area to be turned over to the City of Portland for maintenance. This matter has been discussed with Mr. Astrup and he is in full agreement with Mr. Benedict's proposal.

If you concur in this matter, would you please see that the enclosed letters are sent to the proper parties. - mailed 11-20-63 gw

F.D. Morgan
Construction Engineer

11-20-63 Lloyd P. Shaw

DNS:jp
Attach

original to Morgan with file
cc Wright
11-20-63

RECEIVED
NOV 1 [illegible]
[illegible] WHILER

RECEIVED
NOV 21 1963

FOR FILING
[illegible]

5972

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1963

SUBJECT: Harbor Drive-Lowell St. R.I. Project
Harbor Drive-Washington County Line Sec.
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To:

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F. D. Morgan
Construction Engineer

11-20-63
Lloyd P. Shaw

DNS:jp
Attach

original To Morgan with file
cc Wright
11-20-63

RECEIVED
NOV 1 [illegible]
[illegible] ENGINEER

FORM E-135

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 21, 1963

Mr. Fred T. Fowler
Highway Coordinator
CITY OF PORTLAND
City Hall
Portland, Oregon

Re: Harbor Drive-Lowell St. Landscape Project
Contract: 5972

Dear Mr. Fowler:

A serious conflict has arisen in the use of water on the landscaping along Harbor Drive in the vicinity of S. W. Grant Street. On February 11, 1963, I wrote you a letter notifying you that contract work was complete and subsequently furnished colored plans, outlining areas which appeared to be the City's responsibility under existing agreements. The area between northbound and southbound Pacific Highway was excluded on the premise that this was inside access control fences and that it would be contrary to policy to permit outside agencies in this area for maintenance.

I now find that the irrigation system was laid out to irrigate this area from the meter on S. W. Grant Street west of Pacific Highway southbound, and from a meter located on S. W. Front Avenue (see sheet 7 of the landscaping plans). I find also that the designated access control lines for the Baldock Freeway terminate south of S. W. Grant Street.

Inasmuch as the area between northbound and southbound Pacific Highway at Grant Street was included in the original maintenance agreement, that the approved irrigation system links it with City maintained areas in the vicinity, and that access is readily available from Harbor Drive, we request that the City assume maintenance on this additional area. The State will cut and cap the 2" water line crossing northbound Pacific Highway at Station 68, and make necessary alterations in controller "B", leaving the controller to operate the City's part of the system. This would clear up the conflict on the meter at S. W. Grant and S. W. Water.

Will you please refer this request to the proper City officials where we trust it will receive favorable consideration.

Additionally, the Water Bureau is complaining of billings and unauthorized use of water from meters at 0315 S. W. Grover Street, at S. W. Sheridan and Harbor Way, and at S. W. Corbett and Porter. So far as I can determine, the meters at 0315 S. W. Grover Street, and at S. W. Corbett and Porter, serve only City maintained areas in the vicinity of the Ross Island Bridge, and are the City's responsibility. The meter at S. W. Sheridan and Harbor Way serves State maintained areas exclusively, and is the State's responsibility. I will write the Water Bureau asking them to return billings on the meter at S. W. Sheridan and Harbor Way to us.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

By A.V.Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

RECEIVED
APR 3 - 1963

FOR FILING

[illegible]

5972

April 3, 1963

American Surety Co.,
Portland Office
600 Yeon Bldg.,
Portland 4, ORegon

Gentlemen:

On April 1, 1963, we wrote to you concerning release of final payment on contract #5972, awarded to Staab's Nursery, for roadside improvement on the Harbor Drive-Lowell St. Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

Final payment on this contract is $6,389.23 and the total contract amount is $62,831.47, including $8.20 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Staab's Nursery
16540 NE Glisan Street
Portland 30, Oregon

cc: C. H. Maison
Attn.: John Herr

9

RECEIVED
APR 1 - 1963

FOR FILING

I-5-6 (38) 300

5772

April 1, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 11 on Contract 5972. The contract was with Staab's Nursery and was for roadside improvement on the Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 29, 1963, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

[illegible] 4-1-63

FORM E-50 50M 8-62 43606

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
March 28, 1963

**SUBJECT:** Acceptance of Contract

**To:**

Mr. L. P. Shaw
Assistant Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5972 with Staab's Nursery for roadside improvement on the Harbor Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, completed February 11, 1963.

The contract work was accepted by the Bureau of Public Roads March 26, 1963.

L. H. Young
L. H. Young
Office Engineer

DBP:jb

cc: Floyd Query
C. H. Maison
F. D. Morgan
M. H. Astrup

RECEIVED
MAR 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Harbor Drive - Lowell Street Unit<br>Harbor Drive - Washington County Line

For Week Ending February 22, 1963

Kind of work Roadside Improvement

Highway Pacific County Multnomah

Section prefix 626 - 1066

Contractor Staab's Nursery

Contract number 5972

Date of contract September 15, 1961

Specified work days 150

Date work started October 11, 1961

Work days used 90

Project authorization . . . . . $ 75,887.83

Exclusive of engineering . . . . . $ 70,491.36

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering . . . . . $66,619.91

Estimated per cent overrun or underrun . . . . . 4.9 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $5,396.47

Engineering cost to date $5,582.26, 103.4 %

Date project was completed February 11, 1963

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| | | | | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This project was completed on February 11, 1963. The Semi-Final estimate was submitted to the Division Office on Thursday, February 21, 1963.

This will be the last weekly report on this project.

cc: Bureau of Public Roads
Don Shuler

CONSTRUCTION DIVISION
RECEIVED
FEB 25 1963
CE ACE ACE CE

Signed R. F. Lytle by Jon Rose
R.F. Lytle, Resident Engineer
Address 4315 NW St. Helens Rd., Portland 10, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | | | |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men NO WORK * * Project Complete

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Overcast | | Project Complete |
| Tuesday | Showers | | |
| Wednesday | Clearing | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | | | |

RECEIVED
FEB 13 1963
FOR FILING

COMMISSIONERS
M. K. [illegible] CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
LLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

2972

9

February 11, 1963

Mr. Fred T. Fowler
Highway Coordinator
CITY HALL
1220 S. W. 5th
Portland 4, Oregon

Re: Harbor Drive-Lowell St. Unit
State Contract: 5972

Dear Mr. Fowler:

This is to notify you that landscaping work on the Harbor Drive - Lowell Street Roadside Improvement Project, under contract to Staab's Nursery, has been accepted as of this date.

Under terms of City - State agreement, the City is responsible for maintenance of all portions of this project outside Freeway access control limits. We interpret this to include all areas West of Harbor Drive and all areas Easterly of Harbor Drive to the Freeway access control fences.

The Pacific Northwest Bell Telephone Company is in the process of moving its temporary cable out of the street at S. W. Harrison and Front Avenue at the demand of the City. This will involve relaying conduit across new plantings at the foot of Harrison Street. While they have assured us that they will replace any plantings disturbed, it will be up to the City to police this matter.

Sincerely,

F. B. Klaboe
Metropolitan Engineer

By A. V. Benedict
A. V. Benedict
Assistant Metropolitan Engineer

AVB/op

CC: Lloyd P. Shaw
Frank D. Morgan
Mark H. Astrup
A. E. Johnson
B. P. Huntley
Richard F. Lytle

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 - 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UU FEB 7 - 1963

FORM E-30X—50M—10-62 46823

**FOR FILING**

(A)

4972

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
January 28, 1963

SUBJECT: Harbor Drive-Lowell St. Unit
Contract: 5972
Prefix: 626-1066

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem 10, Oregon

Enclosed find a copy of a letter from City Engineer Rosenthal to Mr. Fred Fowler, Highway Engineer Coordinator for the City of Portland, along with a sketch map showing a parcel of land lying on the East side of Front Avenue, southerly of its intersection with S. W. Harrison Street, that the City wishes to acquire. The Urban Renewal plans for this street will require the widening and improvement of S. W. Front Avenue, and in order to accomplish this widening, they need this property.

You will recall that several months ago the Urban Renewal engineers instructed their sewer contractor, Teeples & Thatcher, to excavate through this area for a new sanitary sewer installation. During said excavation, they damaged the new irrigation system and some of the plants installed by the Landscape Contractor, Staab's Nursery, under this contract.

As soon as we learned that Teeples & Thatcher were performing work in this area, we requested the City to instruct them to immediately vacate the area. The City, in turn, re-located the sewer in the existing street. Following this, Staab's brought suit against Teeples & Thatcher for damages to the installation and apparently has satisfactorily concluded the matter. Staab is in the process of repairing the damage caused by Teeples & Thatcher and has stated that said damage will be completely repaired and the project ready for final acceptance prior to February 9, 1963.

We have no objection to disposing of the State's interest in this property provided that said transfer does not take place until after we have accepted the landscaping project, and providing that the City agrees to reconstruct the sprinkling system to our satisfaction.

NOTED
LLOYD P. SHAW

It also appears to me that some remuneration should be attached to the change of title. As noted on the enclosed sketch, a portion of the property is owned entirely by the State, and another portion is owned 60% by the City and 40% by the State. We do not have records here of the cost to the State for these parcels, so must leave the establishment of the value, if any, to the Right-of-Way Department in Salem.

The matter of this transfer may also involve the Bureau of Public Roads, as Interstate funds have been used in the landscaping project.

FB Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK/ca

CC: Mr. Si Cox
Mr. Lloyd P. Shaw

Enclosure

RECEIVED
JAN 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF PORTLAND

# INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

January 18, 1963

*From* Office of City Engineer

*To* Public Works

*Addressed to* Mr. Fred Fowler, Highway Engineering Coordinator

*Subject* Property Required from State for Widening of S.W. Front Avenue in South Auditorium Urban Renewal Area.

Dear Sir:

I attach a map showing in red the parcel needed by the City for the widening and improvement of S.W. Front Avenue along its easterly side from S.W. Harrison Street to a point approximately 615 feet south thereof.

We find the portion of the parcel lying in Blocks 106 and 107, Portland to be owned wholly by the State. The portion in Blocks A and B, Caruther's Addition to Caruther's Addition appears to be in joint ownership - 40% State and 60% City.

The legal description of the required parcel is as follows:

Those portions of Blocks 106 and 107, City of Portland and of Blocks A and B, Caruther's Addition to Caruther's Addition in the City of Portland, State of Oregon, lying within the following described parcel of land:

Commencing at a point in the northerly line of said Block 107, which point is also the southwesterly corner of Block J, South Auditorium Addition; thence westerly along the northerly line of said Block 107 a distance of 40 feet to the northwesterly corner of said Block 107 and the true point of beginning of the parcel herein described; thence S.20° 49'25" W. along the westerly line of Blocks 107 and 106, a distance of 332.81 feet to the southwesterly corner of said Block 106; thence S. 0° 41' 57" W. along the westerly line of Blocks A and B, Caruther's Addition to Caruther's Addition a distance of 284.23 feet; thence northerly along the arc of a 2711.60-foot radius curve to the right (the long chord of which bears N. 1° 47' 36" E. 103.56 feet) a distance of 103.57 feet to a point of compound curve; thence northeasterly along the arc of a 970.10-foot radius curve to the right (the long chord of which bears N. 11° 51' 20" E. 302.45 feet) a distance of 303.68 feet to a point of tangency; thence N. 20° 49' 25" E. 203.03 feet to a point in the northerly line of said Block 107, City of Portland; thence westerly along the northerly line of said Block 107 a distance of 16.90 feet to the true point of beginning.

We ask that you submit our request to the proper officials of the State Highway Department for preparation of a deed conveying their interest in the property to the City for public street purposes. Their standard "Relinquishment of Title" form would be acceptable to this office.

If other information or maps are needed, you may contact Mr. Short of this Office (Ext. 412). We will appreciate your early attention to this matter.

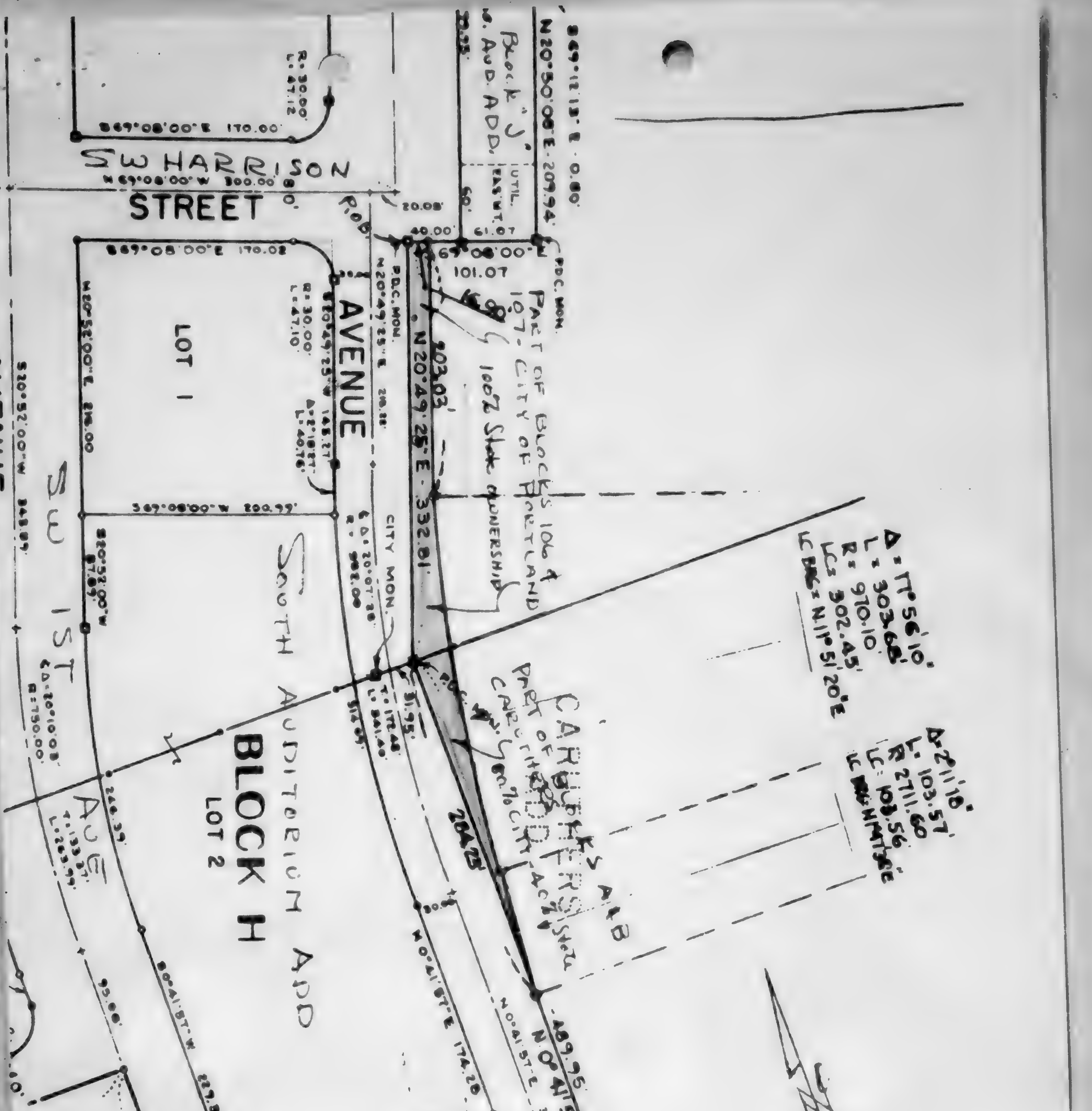
Very truly yours,

L. H. ROSENTHAL, P.E.

City Engineer

CS:jh

Encl.



SW HARRISON
STREET
AVENUE
LOT 1
SOUTH AUDITORIUM ADD
BLOCK H
LOT 2
LOT 3
SW 1ST
Block "J"
S. Aud. ADD.
PART OF BLOCKS 106 &
107 - CITY OF PORTLAND
100% State ownership
CARRUTHERS A & B
PART OF CARRUTHERS ADD
N 20°49'25" E 332.81
203.03
284.23
N 0°41'57" E
489.75
S 0°41'57" W 304.30
S89°16'09"E 170.62
S69°08'00"E 170.00
N69°08'00"W 300.00
S69°08'00"E 170.02
S69°08'00"W 200.99
S69°08'00"E
101.07
N20°50'00"E 209.94
S69°12'13"E 0.80
P.D.C. MON.
CITY MON.
UTILITY EAS'MT.
Δ = 17°56'10"
L = 303.68'
R = 970.10
LC = 302.45'
LC BRG = N 11°51'20" E
Δ = 2°11'18"
L = 103.57
R = 2711.60
LC = 103.56
80'
60'
50'
40'
20.00'
40.00'

RECEIVED
JAN 25 1963

FOR FILING

I-5-6(20) [illegible]

[illegible]

January 24, 1963

Mr. John B. Kenward
Executive Director
Portland Development Commission
2130 S. W. Fifth Avenue
Portland 1, Oregon

Re: Damage to Roadside
Improvement Project
Harbor Drive-Lovell
Street Unit
Contract No. 5972
(Staabs Nursery)

Dear Mr. Kenward:

This will acknowledge your letter of December 19 with respect to the above-described damage.

It is and has been our intention to hold Mr. Staab responsible for restoration of this damage and satisfactory completion of this project in accordance with his contract. While we recognize that Mr. Staab may have a valid claim against you, or Teeples & Thatcher, your contractor, we do not regard the adjustment or disposition of that claim as a matter of direct concern to us; however, we understand that Mr. Staab and representatives of Teeples & Thatcher have recently reached an agreement as to the amount which will compensate Mr. Staab for the restorative work necessitated by this damage and required for satisfactory completion of our contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. B. Klaboe
Mark Astrup
L. I. Lindas

AHJ:ajw bbc

FORM E-20 5OM 8-62 43908

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1963

SUBJECT: Harbor Drive-Lowell St. Section
Pacific Highway
Multnomah County
Contract No. 5972

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

Mr. Astrup was asked to check on items listed in Portland Development Commission's letter regarding claim of Staab's Nursery against Teeples & Thatcher.

We concur in Astrup's and the Division's view that damages in this instance are a matter for settlement between Teeples & Thatcher and Staab Nursery.

The following data is attached:

1. Portland Development Commission letter of December 19.
2. Copy of Staab's estimate of damage costs.
3. Copy of Astrup's letter dated January 15.
4. Draft of suggested reply to Portland Development Commission.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

STAAD'S NURSERY

RHODODENDRONS — CAMELLIAS — AZALEAS

[illegible]
[illegible]
PORTLAND [illegible], OREGON

## [illegible] COST OF [illegible]

### AREA NO. 1

| | | |
|---|---|---|
| (1) 1600 Arctostaphylos Uva Ursi @ 30¢ | $ 480.00 | |
| (2) 150 lbs. fertilizer (10-16-8) | 10.80 | |
| (3) 6 units sawdust @ $12.00 per unit | 72.00 | |
| (4) 3 yds. manure @ $5.00 per yd. | 15.00 | |
| (5) Sprinkling system | 165.00 | |
| (6) Labor | 72.00* | |
| | $ 832.80 | |
| 15% Contractor's fee | 124.92 | |
| Total Area No. 1 | | $ 957.72 |

*If larger plants than originally planned are demanded by the state or if only larger plants are available, add an additional $504.00 for labor.

### AREA NO. 2

(1) Plants:

22 Betula Pendula
14 Prunus Laurocerasus
6 Juniper Chinensis Armstrong
8 Mahonia Aquifolium
11 Viburnum
11 Viburnum Tomentosum
3 Cornus Nuttalli

| | |
|---|---|
| Total of 73 plants @ $7.20 each | $ 525.60 |
| (2) 3200 Hedera Helix @ 27¢ each | 864.00 |
| (3) 12 units sawdust @ $12.00 per unit | 144.00 |
| (4) 3 yds. manure @ $5.00 per yd. | 15.00 |
| (5) 12 yds. topsoil @ $3.10 per yd. | 37.20 |
| (6) Replant and repair 2100 sq. ft. of lawn @ 6¢ per sq. ft. | 126.00 |
| (7) 30 lbs. lawn seed @ 42¢ per lb. | 12.60 |
| (8) 600 lbs. fertilizer (10-16-8) | 22.00 |
| (9) Tractor | 30.00 |

[illegible] (continued)

| | |
|---|---|
| (10) Sprinkling [illegible] | $ [illegible]1.00 |
| (11) Cost of [illegible] to sprinkling system, 12 hrs. @ [illegible] per hour (Department [illegible]) [illegible] Service in cooperation with Oregon State Highway Department) | 72.00 |
| (12) 56 stakes @ [illegible] each | 13.44 |
| (13) Wood preservative | 3.00 |
| (14) Paint | 2.00 |
| (15) Labor | 1,[illegible].00 |
| | $3,768.14 |
| 10% Contractor's fee | 376.81 |
| Total Area No. 2 | $4,144.95 |
| Total Area No. 1 and No. 2 | $5,10[illegible].67 |

Note:

(1) The State Highway Commission [illegible] will not be able to [illegible] of [illegible] needed to repair [illegible] by [illegible]

(2) If the State Highway Commission [illegible] involved [illegible] contract, [illegible] that Staab [illegible] does accept. This would [illegible]

(3) Staab's Nursery [illegible] due it from the State [illegible] of February 7, [illegible] would have received these monies but for the [illegible] Teeples & Thatcher, Staab's will look to Teeples & Thatcher for all damages proximately flowing from the unauthorized interference with the plantings as herein set forth and the damage to the same and the sprinkling system, etc.

(4) Staab's Nursery is not particularly desirous of repairing the damage inflicted, and if arrangements can be made by Teeples & Thatcher with the State Highway Commission to repair the plantings per the specifications and the contract and arrangements are made that Staab's will receive its monies due on February 7, [illegible] this would satisfy Staab's.

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1963

SUBJECT:

To:

Mr. G. A. Decker
Assistant Construction Engineer

OFFICE

I am attaching a copy of Mr. Staab's estimate of the cost of damage to plantings on the roadside improvement project on which he was contractor, allegedly made by contracting firm Teeples & Thatcher. This list was obtained from the Metropolitan Division office and it is their view that the damages are a matter for settlement between Teeples & Thatcher and Mr. Staab. I concur in this decision and suggest that a letter (see attached draft) be sent to the Portland Development Commission.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:ls

Attach.

RECEIVED
JAN 9 1963
FOR FILING

I-5-6(28)300

#5972

Salem, Oregon
January 2, 1963

Mr. G. A. Decker
Assistant Construction Engineer
Building

Before leaving Portland, I instructed Richard Lytle to make up an estimate of damage to Staab. This was in anticipation of some action such as set forth in Robertson's attached letter. This was for our information—not Staab's.

Please check up on items carried in the letter and draft a reply.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Ira C. Keller
*Chairman*
A. V. Fonder
*Secretary*
Harold Halvorsen
Vincent Raschio
Russell M. Colwell

**PORTLAND DEVELOPMENT COMMISSION**
2130 S. W. FIFTH AVENUE . . . PORTLAND 1, OREGON . . . CAPITOL 6-4036

John B. Kenward
*Executive Director*

December 19, 1962

Mr. Forest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

It is our understanding that Mr. C.L. Staab of Staabs Nursery claims that our sewer contractor, Teeples & Thatcher, has done damage to sprinklers and plantings which he had installed in a contract with the Oregon State Highway Department. It is our understanding that the location of this damage is on S.W. Front Avenue and on S.W. Water Avenue, and that the claimed damage is in excess of $4,600.00

There is evidence that the sewer contractor has done some damage to plantings and sprinklers at these two locations while working on our contract. Mr. Thatcher of Teeples & Thatcher stated to us that they intend to restore any damage done which they are responsible for. However, he feels that any damage they have done in these two areas would be worth only a small percentage of $4,600.00.

The Portland Development Commission has required the sewer contractor to carry a performance bond as well as property damage insurance. The Development Commission will not release the contractor from bond and insurance unless any damage for which he is responsible is restored to the satisfaction of the Highway Department.

We suggest that Mr. Staab submit a damage list to the Highway Department showing in detail specific items, quantities and prices of the claimed damage. We also suggest that a copy of this list be forwarded to Teeples & Thatcher for their review.

Very truly yours,

James J. Robertson
for John B. Kenward
Executive Director

Porter

NOTED
R. L. PORTER

JBK:jjr

cc: Mr. W.A. Bowes
Commissioner of Public Works

Teeples & Thatcher
General Contractors

RECEIVED
DEC 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1962
OREGON
STATE HIGHWAY COMMISSION

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JAN 25 1963

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FORM E-30X—50M—5-62 43909

**FOR FILING**

I 5-6(28) 300

5152

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 22, 1963

To: Mr. Mark Astrup
Landscape Engineer

Office

SUBJECT: Damage to Roadside Improvement Project
Harbor Dr.-Lowell St. Unit
Contract No. 5972 (Staabs Nursery)

Subsequent to our recent conversations regarding this matter, I spoke with Mr. Richard D. Nelson, attorney for Staabs Nursery.

Mr. Nelson advised me that as a result of recent meetings between his client, representatives of Teeples & Thatcher, of the latter's insurance carrier, and of our personnel, this problem has apparently been resolved to Staab's satisfaction.

He advised me that Teeples & Thatcher and their liability insurance carriers have agreed as to the appropriate amount, and payment of the agreed sum to Staab is expected within the immediate future.

I understand that the physical work necessary to restore the areas in question, to comply with the specifications, may not have been accomplished yet. However, it should now be merely a matter of seeing that Staab schedules the work soon enough to comply with our requirements, and inspecting the area when the work has been done.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Lloyd Shaw
F. B. Klaboe
L. I. Lindas

NOTED
LLOYD P. SHAW

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

Re: [illegible]
[illegible]
[illegible]
[illegible]

Dear [illegible]:

[illegible]

[illegible]

[illegible]

Yours very truly,

[illegible]
[illegible]

[illegible]

cc: [illegible]
[illegible]
[illegible]

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JAN 1 5 1963
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

I-5-0(28) [illegible]

5972

Jan. 10, 1963

Mr. Richard D. Nelson
Attorney at Law
Oregon Bank Building
Portland 4, Oregon

Re: Roadside Improvement Contract No. 5972
C. L. Staab, dba Staab's Nursery
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Section

Dear Mr. Nelson:

Pursuant to our recent conversation regarding this matter, I have made further inquiries as to whether we would be willing to join with you as a party plaintiff in your contemplated action against Teeples and Thatcher, bearing in mind that you do not plan to join the City of Portland as a defendant.

This is to advise that it has been determined that we would be unable to recommend to the Highway Commission that we voluntarily participate in such action, there being no persuasive reason why the state's interest would be affirmatively advanced by doing so.

However, we are authorized to offer you such assistance, by way of information or otherwise, as you may believe to be beneficial in proceeding against Teeples and Thatcher.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

NOTED
LLOYD P. SHAW

AHJ:ks

cc: Lloyd P. Shaw
Fred B. Klaboe
L. I. Lindas

RECEIVED
JAN 1 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 5 1962
FOR FILING

| |
|---|
| [illegible] |
| |
| 5972 |

Salem, Oregon
December 4, 1962

Mr. F. D. Morgan
Construction Engineer
BUILDING

Damage to Project
Harbor Drive-Lowell Street Unit
Contract 5972 (Staab's Nursery)
Prefix 626-1066

Attached is a copy of a letter to Forrest Cooper, State Highway Engineer, from Richard D. Nelson, Attorney, acting in behalf of C. L. Staab. This will bring your files up to date regarding damage to the Staab Nursery roadside improvement project. Apparently, no further action on the part of the Highway Department is needed at this time.

It is noted that Mr. Nelson's statement "my client has fully performed his contract" was not fact as of November 27, the date of his letter. Some loss of plants had occurred prior to Teeples and Thatcher entrance on the project area. Contract terms required replacement of dead plants before project acceptance.

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

Attach.

cc Fred B. Klaboe
Alan Johansen
R. F. Lytle

LPS: hlb

Staab

RICHARD D. NELSON
ATTORNEY AT LAW
OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9521

November 27, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Roadside Improvement Contract: 5972
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Section

Dear Mr. Cooper:

Please be advised I represent Mr. C. L. Staab, dba Staab's Nursery, and I enclose herewith a photostatic copy of a letter dated November 13, 1962, and apparently written by Richard F. Lytle, Resident Engineer.

My client informs me that he has completely performed the referenced projects, as would appear from the second paragraph of Mr. Lytle's letter, and has only to wait until February 9, 1963, for the remainder of the monies due him under said contract. The maintenance period would be ended at that time.

It appears from Mr. Lytle's letter that the City of Portland has entered into a contract with Teeples and Thatcher, sewer contractors, who have apparently gone into and upon the areas involved in the above-referenced contracts and have damaged the sprinkling systems installed and the plantings heretofore made by my client. It also appears that, although my client has fully performed his contract, the Commission intends to hold my client responsible for this damage. I do not know, nor can I determine upon numerous inquiries, whether the City of Portland granted Teeples and Thatcher leave and license to enter into and upon the state's property affected. However, I feel this is of no import for the reason that the entry was made and the damage ensued.

I am sending a copy of this letter to the City of Portland, Department of Public Works, Teeples and Thatcher and Leonard I. Lindas, Chief Counsel for the Commission.

It is my suggestion that, to avoid legal action, the parties involved in the sewer contract and the party who caused the damage make appropriate arrangements with the Highway Commission and/or my client to resolve this matter within ten days from the date hereof. If this is not accomplished, I have no alternative but to bring appropriate legal action to protect my client's interest. We do not know what additional damage will be inflicted by Teeples and Thatcher, if any, and perhaps others. My client informs me that to restore the areas affected to plans and specifications of the Highway Commission will now exceed $4,600.00. I will appreciate your responses at your earliest convenience.

Very truly yours,

Richard D. Nelson

Richard D. Nelson

RDN:mg

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan St.
Portland 13, Oregon

November 13, 1962

Mr. C. L. Staab
STAAB'S NURSERY
16540 N.E. Glisan Street
Portland 30, Oregon

Re: Roadside Improvement Contract: 5972
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Section

Dear Mr. Staab:

As you know, damage to sprinkling facilities and plantings at two separate locations on the above project has recently occurred, as a result of the operations of Teeples and Thatcher, sewer contractor for the City of Portland and/or the Portland Development Commission. The two locations are (1) East of Front Avenue near Harrison Street, and (2) East of Water Avenue near Sheridan Street.

This is to advise that before final acceptance of this project, it will be necessary that the damaged facilities and plantings be restored to a condition fully in accord with contract provisions. Any new materials used must be inspected and meet contract specifications.

We recognize that the restoration of these facilities may be somewhat of a financial burden upon you. Accordingly, although we regard this matter as solely your responsibility, it is suggested that you might find it desirable to make some arrangement with Teeples and Thatcher, the City of Portland and/or the Portland Development Commission regarding the cost of the necessary restoration work.

We will, of course, be happy to assist you with respect to any necessary engineering work in connection with restoring the damaged items.

Very truly yours,

Richard F. Lytle
Richard F. Lytle
Resident Engineer

RFL/ap

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DEC 19 1962
FOR FILING
[illegible] (8) [illegible]
5972

9

**RICHARD D. NELSON**
ATTORNEY AT LAW
OREGON BANK BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9881

November 27, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Roadside Improvement Contract: 5972
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Section

Dear Mr. Cooper:

Please be advised I represent Mr. C. L. Staab, dba Staab's Nursery, and I enclose herewith a photostatic copy of a letter dated November 13, 1962, and apparently written by Richard F. Lytle, Resident Engineer.

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Very truly yours,

NOTED
FORREST COOPER

Richard D. Nelson

Orig. to Paxson

RDN:mg

[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD [illegible], SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
[illegible]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan St.
Portland 13, Oregon

November 13, 1962

Mr. C. L. Staab
STAAB'S NURSERY
16540 N.E. Glisan Street
Portland 30, Oregon

Re: Roadside Improvement Contract: 9972
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Section

Dear Mr. Staab:

As you know, damage to sprinkling facilities and plantings at two separate locations on the above project has recently occurred, as a result of the operations of Teeples and Thatcher, sewer contractor for the City of Portland and/or the Portland Development Commission. The two locations are (1) East of Front Avenue near Harrison Street, and (2) East of Water Avenue near Sheridan Street.

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We recognize that the restoration of these facilities may be somewhat of a financial burden upon you. Accordingly, although we regard this matter as solely your responsibility, it is suggested that you might find it desirable to make some arrangement with Teeples and Thatcher, the City of Portland and/or the Portland Development Commission regarding the cost of the necessary restoration work.

We will, of course, be happy to assist you with respect to any necessary engineering work in connection with restoring the damaged items.

Very truly yours,

Richard F. Lytle

Richard F. Lytle
Resident Engineer

RFL/ap

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NOV 16 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

**STATE OF OREGON**
**STATE HIGHWAY DEPARTMENT**
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 13, 1962

Mr. C. L. Staab
STAAB'S NURSERY
16540 N.E. Glisan Street
Portland 30, Oregon

Re: Roadside Improvement Contract: 5972
Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County Line Section

Dear Mr. Staab:

As you know, damage to sprinkling facilities and plantings at two separate locations on the above project has recently occurred, as a result of the operations of Teeples and Thatcher, sewer contractor for the City of Portland and/or the Portland Development Commission. The two locations are (1) East of Front Avenue near Harrison Street, and (2) East of Water Avenue near Sheridan Street.

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We will, of course, be happy to assist you with respect to any necessary engineering work in connection with restoring the damaged items.

Very truly yours,

Richard F Lytle

Richard F. Lytle
Resident Engineer

NOTED
G. S. PAXSON

NOTED
R. L. PORTER

RFL/cp

CC: G. S. Paxson
Leonard I. Lindas
Lloyd P. Shaw

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

RECEIVED
1962
FOR FILING

September 6, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Roadside Improvement
Lowell Street-S. W. 19th Avenue Unit
Barbur Boulevard-S. W. 26th Avenue Unit
Harbor Drive-Washington Co. Line Section

Dear Sir:

On the Barbur Boulevard-26th Avenue Unit of the subject project we wish to salvage 480 feet of guard rail on the easterly side of Barbur Boulevard and to reinstall 150 feet of the guard rail after completion of the landscaping and curb installation. This guard rail was installed on this project with Interstate funds.

We wish to advise you that the 330 feet of excess guard rail will no longer be needed on this project because of the flattened slopes between Barbur Boulevard and the ramps on the east side of the street, but will be used on some other Interstate highway project in the Portland Metropolitan area.

I am writing this letter as per our conversation on August 30th concerning guard rail salvage.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.B. Klaboe
F.B. Klaboe
Assistant Construction Engineer

GKA:jp

cc: Lloyd P. Shaw
General Files

R[illegible]D
[illegible] 1962
FOR FILING
[illegible]
5972

**OFFICE OF CITY AUDITOR**

**RAY SMITH**
CITY AUDITOR

**CITY OF PORTLAND**
**OREGON**

April 26, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Office Building
P.O. Box 30
Salem, Oregon

Dear Mr. Query:

Enclosed is a copy of Ordinance No. 115096 accepting a deed to a certain parcel of property for the S.W. Kelly Avenue and S.W. Hamilton Street Connection, deeded by the State of Oregon, to comply with the terms of the agreement entered into between the State Highway Commission and the City of Portland on September 9, 1957 in connection with the construction of the Harbor Drive - S.W. 14th Avenue Unit of the Harbor Drive Washington County Line Section of the Portland Salem Expressway.

Yours very truly,

Auditor of the City of Portland

RLM:ec
Encl.

RECEIVED
APR 27 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

# ORDINANCE NO. 115096

An Ordinance accepting a deed to a certain parcel of property for the S.W. Kelly Avenue and S.W. Hamilton Street Connection, deeded by the State of Oregon, by and through its State Highway Commission to comply with the terms of the agreement entered into between the State Highway Commission and the City of Portland on September 9, 1957 in connection with the construction of the Harbor Drive - S.W. 14th Avenue Unit of the Harbor Drive Washington County Line Section of the Portland Salem Expressway, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. The following described parcel of land lying within the corporate limits of the City of Portland, County of Multnomah and State of Oregon is hereby accepted for street purposes:

A parcel of land lying in Lots 1 and 2, Block 2, Portland Homestead, also lying in the SW¼ of Section 10, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 1895, Page 425; in Book 1890, Page 594; in Book 1887, Page 379; in Book 1887, Page 236; and in Book 1881, Page 394 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at the most Northerly corner of said State of Oregon property as recorded in Book 1895, Page 425, said corner being on the East line of said Lot 1 at a point which is 65 feet North of (when measured along said East line) the Southeast corner of said Lot 1; thence South along the East line of said Block 2, a distance of 165 feet, more or less, to a point which is 18 feet Southeasterly of (when measured at right angles to )the center line of the relocated connection between Southwest Kelly Avenue and Southwest Hamilton Street; thence Southwesterly in a straight line to the South line of said Block 2, at a point which is 19 feet Southeasterly of (when measured at right angles to) said connection center line; thence West along the South line of said Block 2, a distance of 60 feet, more or less, to a point which is 120 feet Westerly of (when measured along said South line) the Southeast corner of said Block 2, said last mentioned point being the Southwest corner of said State of Oregon property as recorded in said Book 1887, Page 379; thence Northeasterly in a straight line to the Southwest corner of said State of Oregon property as recorded in Book 1887, Page 236; thence North along the West line of said last mentioned State of Oregon property 85 feet to the Northwest corner thereof; thence East along the North line of said last mentioned State of Oregon property 25 feet; thence Northeasterly in a straight line to the South line of said Lot 1 at a point 35 feet Westerly of (when measured along said South line) the Southeast corner of said Lot 1; thence East along said South line 10 feet; thence Northeasterly in a straight line to the point of beginning.

# ORDINANCE No.

The center line of the relocated connection between Southwest Kelly Avenue and Southwest Hamilton Street herein referred to is described as follows:

Beginning at Station K-H 124+86.94, said Station being the intersection of the center lines of existing Southwest Bancroft Street and Southwest Kelly Avenue; thence South 2° 12' 55" West 154.94 feet; thence on a 477.47 foot radius curve right (the long chord of which bears South 14° 27' 55" West) 204.17 feet; thence South 26° 42' 55" West, 147.5 feet; thence on an 89.53 foot radius curve right (the long chord of which bears South 59° 28' 22.5" West) 102.37 feet to Station K-H 130+95.92, said Station being on the center line of existing Southwest Hamilton Street.

Section 2. That the City Auditor be and he is hereby directed to have the deed for street purposes as described in Section 1 of this ordinance placed on record and a copy of said ordinance forwarded to the County Assessor.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: To avoid any unnecessary delay in making this right of way a matter of record; therefore, an emergency is hereby declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, APR 25 1962

Stanley W. Earl
PRESIDENT OF THE COUNCIL AND ACTING
Mayor of the City of Portland

Attest: Ray Smith
Auditor of the City of Portland

Com'r Bowes
GAG/dr
4-10-62

RECEIVED
APR 2 1962
FOR FILING

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

# *Memorandum*

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

**DATE:** March 29, 1962

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5972

**FROM** : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

**SUBJECT:** Oregon I-5-6(28)300 Harbor Drive-Lowell St.
Roadside Improvement Project

Mr. Klaboe's letter, dated March 27, requested that this office reconsider our denial of participation of the fencing installed under the subject project.

Since the Interstate rights of way throughout this area were fenced under Project I-5-6(12)300, Contract 5296, this office cannot see any benefit to the Interstate freeway of the additional fencing required to keep the end of the Ross Island Bridge from becoming a "hobo jungle." The AASHO policy on Fencing Controlled Access Highways dated 1959 sets forth warrants for fencing, on page 4. This fencing fails to satisfy any of the warrants listed; therefore this office has no choice but to deny FAI fund for items 3 and 4 of the subject project.

Copies To
[illegible]
[illegible]
3-30-62

RECEIVED

5972

FORM E-123-X 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Fence under Ross Island Bridge
Harbor Drive-Lowell Street Unit
Pacific Highway - Contract No. 5792
Project No. I-5-6(28)300

Dear Mr. Polk:

Reference is made to your letter of February 16, 1962, in which you request justification for a fence and gate installation at the westerly end of the Ross Island Bridge.

The fence which was installed under this project was installed for the purpose of keeping undesirable persons from utilizing the space under the structure. At other locations in the Portland area, considerable difficulty has been experienced by our maintenance crews in patrolling such areas to keep them from becoming "hobo jungles" and hangouts for juveniles.

The gate which was installed will be widened to 12' width and the fence will be extended to tie in with the west end of the Ross Island structure to preclude any unauthorized use. The area will then be used (with permission of Multnomah County) by Highway Maintenance crews for a maintenance storage area.

The fence and gate installed will, thus, be used for highway purposes and reconsideration of your recommended denial of participation is requested.

NOTED
G. S. PAXSON

Very truly yours,

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
Tom Edwards
A. E. Johnson
Lloyd P. Shaw

FORM CD-121
(9-22-59)

FEB 19 1962

FOR FILING

UNITED STATES GOVERNMENT

# *Memorandum*

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

**TO** : Forrest L. Cooper, State Highway Engineer
Salem, Oregon

**DATE:** February 16, 1962

527-

CG Polk

**FROM** : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

**SUBJECT:** Oregon Project I-5-6(28)300
Harbor Drive-Lowell St. Unit
Harbor Drive-Washington Co. Line Section
Roadside Improvement

Reference is made to the Type 3 fence and 8-foot metal gate shown on plan sheet 5 of subject project. As shown on the plan the gate and fence were to be installed under the westerly end of the Ross Island bridge.

The need for such an installation was questioned by this office prior to our approval of the project at the P. S. and E. stage. At that time your people were unable to provide adequate justification for the need of this fence and gate.

In order to expedite our authorization to you, for advertisement for bids on this project, this office agreed to authorize advertisement with the fence included in the proposed contract. In return, your people stated that the need for this fence and gate would be further reviewed and if sufficient justification for its installation did not exist, that it would be eliminated from the contract during construction.

A recent inspection of this project revealed that the fence and gate had been installed according to plans. No one seemed to know what purpose it served and their only justification for its installation was that it was included in the contract. This inspection further substantiated our suspicions that the fence and gate served little or no purpose.

In view of the above, this office is unable to recommend Federal participation in these two specific items unless you can provide sufficient justification for their need.

H. Morgan
[illegible]

FEB 19 1962

NOTED
R. L. PORTER

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[illegible]

5972

C
O
P
Y

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Harbor Drive-Tigard Interchange Sec.
Projects: I-5-6(5)298, I-4-6(21)295
I-5-6(19)295, I-5-6(28)300
Contract Nos. 5762, 5972, 5944 and
5921

Dear Sir:

We are going to open the above section of highway to unlimited travel on December 1, 1961. As you know, the section will not be completed and work on each of these contracts will be performed under traffic. It is probable that one or more of the contractors will suffer additional construction costs as a consequence of working under traffic. If such justifiable costs are incurred and chargeable to the State, we expect to request federal participation.

Our action in opening this highway is taken after carefully weighing the traffic benefits that accrue to the user. These tangible benefits have been conservatively estimated to be in excess of $370,000 per year. Inasmuch as the facility probably will not be completed for another six months, opening at this time benefits the public at least $185,000. In addition, the new facility will afford relief to extremely congested Barbur Boulevard which, in turn, is expected to result in substantial reduction of traffic accident rates.

We believe that these benefits far outweigh additional costs that may result.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc W. C. Williams
Tom Edwards

FBK:fp fm

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Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>11-39 | FO PR-2<br>(REV. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ATE<br>**Oregon** |
| PROJECT REPORT NO.<br>6 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)* | COUNTY<br>**Multnomah** |
| | | PROJECT NO.<br>**I-5-6(28)300** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 Montgomery St. to Lowell St.
(Harbor Drive-Lowell St. Sec.)

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-22-61 | 0.4 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 73,177.00 | $ 67,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer November 7, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

November 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Harbor Drive-Lowell Street Section, Project No. I-5-6(28)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:jb

September 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Harbor Drive-Lowell Street Section, Project No. I-5-6(28)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-6(28)300

## HARBOR DRIVE-LOWELL STREET SECTION OF

## THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 29, 1961

Type Code 1305
Roadside Improvement (Sta. 100+00 to Sta. 122+89) (Contract No. 5972)

| | | | | |
|---|---|---|---|---|
| Tractor and Dozer | 16 | Hours | $ 12.00 | $ 192.00 |
| Removal of Pavement | 10 | sq. yds. | 19.50 | 195.00 |
| Type 3 Fence | 12 | rods | 44.00 | 528.00 |
| 8' x 58" Metal Gate | 1 | only | 25.00 | 25.00 |
| 3/4" - 0 Crushed Material | 40 | cu. yds. | 5.50 | 220.00 |
| 1/2-inch Water Pipe | 3,230 | lin. ft. | 0.39 | 1,259.70 |
| 3/4-inch Water Pipe | 3,600 | lin. ft. | 0.45 | 1,620.00 |
| 1-inch Water Pipe | 3,550 | lin. ft. | 0.57 | 2,023.50 |
| 1 1/4-inch Water Pipe | 2,460 | lin. ft. | 0.70 | 1,722.00 |
| 1 1/2-inch Water Pipe | 1,660 | lin. ft. | 0.89 | 1,477.40 |
| 2-inch Water Pipe | 2,200 | lin. ft. | 1.09 | 2,398.00 |
| 2 1/2-inch Water Pipe | 1,110 | lin. ft. | 1.63 | 1,809.30 |
| 1-inch Automatic Control Valves | 5 | only | 32.00 | 160.00 |
| 1 1/4-inch Automatic Control Valves | 4 | only | 38.00 | 152.00 |
| 1 1/2-inch Automatic Control Valves | 14 | only | 48.50 | 679.00 |
| 2-inch Automatic Control Valves | 27 | only | 64.00 | 1,728.00 |
| 1/2-inch Automatic Drain Valves | 130 | only | 3.20 | 416.00 |
| 3/4-inch Gate Valves | 1 | only | 9.00 | 9.00 |
| 1-inch Gate Valves | 1 | only | 12.50 | 12.50 |
| 1-inch Vacuum Breakers | 5 | only | 9.75 | 48.75 |
| 1 1/4-inch Vacuum Breakers | 4 | only | 14.00 | 56.00 |
| 1 1/2-inch Vacuum Breakers | 14 | only | 17.60 | 246.40 |
| 2-inch Vacuum Breakers | 27 | only | 24.30 | 656.10 |
| Shrubbery Sprinkler Heads | 630 | only | 1.40 | 882.00 |
| Pop-up Sprinkler Heads, Nonrevolving | 230 | only | 5.25 | 1,207.50 |
| Pop-up Rotary Sprinkler Heads, Full Circle | 10 | only | 39.00 | 390.00 |
| 15-Section Automatic Sprinkler Controllers | 2 | only | 609.00 | 1,218.00 |
| 20-Section Automatic Sprinkler Controller | 1 | only | 688.00 | 688.00 |
| 2-inch Galvanized Steel Pipe (Conduit) | 45 | lin. ft. | 2.40 | 108.00 |
| Furnishing and Planting Trees | 160 | only | 7.30 | 1,168.00 |
| Furnishing and Planting Shrubs | 4,170 | only | 4.60 | 19,182.00 |
| Furnishing and Planting Vines, Bearberry | 12,750 | only | 0.30 | 3,825.00 |
| Furnishing and Planting Vines, English Ivy | 48,000 | only | 0.12 | 5,760.00 |
| Furnishing and Planting Vines, Pointreyes Ceanothus | 2,400 | only | 1.25 | 3,000.00 |
| Lawn Construction | 1.75 | acres | 1,400.00 | 2,450.00 |
| Grass Seed, Creeping Red Fescue | 150 | lbs. | 0.35 | 52.50 |

| | | | |
|---|---|---|---|
| Grass Seed, Chewings Fescue | 150 lbs. | $ 0.35 | $ 52.50 |
| Grass Seed, Highland Bentgrass | 75 lbs. | 0.50 | 37.50 |
| Inorganic Fertilizer, 10-16-8 | 110 cwt. | 5.00 | 550.00 |
| Manure Fertilizer | 380 cu. yds. | 5.00 | 1,900.00 |
| Mulch Material | 410 units | 12.00 | 4,920.00 |
| | | | $ 65,024.65 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 250.00 |
| Water Meters (Installed by City of Portland) | All Required | | 1,250.00 |
| | | | $ 1,500.00 |
| | Subtotal | | $ 66,524.65 |
| | 10% Engr. & Cont. | | 6,652.35 |
| | Total | | $ 73,177.00 |

Length of Project . . . . . . . . . . . . . . . . 0.434 Miles
Cost of Project Per Mile. . . . . . . . . . . . $168,610.59

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 67,000.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 6,177.00 |
| | $ 73,177.00 |

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Federal Aid
Project No. I-5-6(28)300

Oregon State Highway Department

## HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, August 11, 1961

Type Code Y005
Roadside Improvement (Sta. 100+00 to Sta. 122+89)

| | | | | |
|---|---|---|---|---|
| Tractor and Dozer | 16 | hour | $15.00 | $ 240.00 |
| Removal of Pavement | 10 | sq.yd. | 1.50 | 15.00 |
| Type 3 Fence | 12 | rod | 20.00 | 240.00 |
| 8' x 58" Metal Gate | 1 | only | 70.00 | 70.00 |
| 3/4" - 0 Crushed Material | 40 | cu.yd. | 5.00 | 200.00 |
| * Class "B" Asphaltic Concrete * | 96 | ton | 6 20" 10.00 | 960.00 * |
| 1/2-inch Water Pipe | 3,230 | lin.ft. | 0.50 | 1,615.00 |
| 3/4-inch Water Pipe | 3,600 | lin.ft. | 0.60 | 2,160.00 |
| 1-inch Water Pipe | 3,550 | lin.ft. | 0.75 | 2,662.50 |
| 1¼-inch Water Pipe | 2,460 | lin.ft. | 0.99 | 2,435.40 |
| 1½-inch Water Pipe | 1,660 | lin.ft. | 1.05 | 1,743.00 |
| 2-inch Water Pipe | 2,200 | lin.ft. | 1.25 | 2,750.00 |
| 2½-inch Water Pipe | 1,110 | lin.ft. | 2.00 | 2,220.00 |
| 1-inch Automatic Control Valves | 5 | only | 25.00 | 125.00 |
| 1¼-inch Automatic Control Valves | 4 | only | 30.00 | 120.00 |
| 1½-inch Automatic Control Valves | 14 | only | 35.00 | 490.00 |
| 2-inch Automatic Control Valves | 27 | only | 45.00 | 1,215.00 |
| 1/2-inch Automatic Drain Valves | 130 | only | 4.35 | 565.50 |
| 3/4-inch Gate Valves | 1 | only | 3.50 | 3.50 |
| 1-inch Gate Valve | 1 | only | 5.00 | 5.00 |
| 1-inch Vacuum Breakers | 5 | only | 15.00 | 75.00 |
| 1¼-inch Vacuum Breakers | 4 | only | 17.00 | 68.00 |
| 1½-inch Vacuum Breakers | 14 | only | 19.00 | 266.00 |
| 2-inch Vacuum Breakers | 27 | only | 22.00 | 594.00 |
| Shrubbery Sprinkler Heads | 630 | only | 1.60 | 1,008.00 |
| Pop-up Sprinkler Heads, Nonrevolving | 230 | only | 3.00 | 690.00 |
| Pop-up Rotary Sprinkler Heads, Full Circle | 10 | only | 15.00 | 150.00 |
| 15-Section Automatic Sprinkler Controller | 2 | only | 400.00 | 800.00 |
| 20-Section Automatic Sprinkler Controller | 1 | only | 700.00 | 700.00 |
| 2-inch Galvanized Steel Pipe (Conduit) | 45 | lin.ft. | 4.00 | 180.00 |
| Furnishing and Planting Trees | 160 | only | 8.00 | 1,280.00 |
| Furnishing and Planting Shrubs | 4,170 | only | 4.00 | 16,680.00 |
| Furnishing and Planting Vines, Bearberry | 12,750 | only | 0.30 | 3,825.00 |
| Furnishing and Planting Vines, English Ivy | 48,000 | only | 0.20 | 9,600.00 |

| | | | | |
|---|---|---|---|---|
| Furnishing and Planting Vines, Pointreyes Ceanothus | 2,400 | only | $0.60 | $ 1,440.00 |
| Lawn Construction | 1.75 | acre | 1,400.00 | 2,450.00 |
| Grass Seed, Creeping Red Fescue | 150 | lb. | 0.40 | 60.00 |
| Grass Seed, Chewings Fescue | 150 | lb. | 0.40 | 60.00 |
| Grass Seed, Highland Bentgrass | 75 | lb. | 0.50 | 37.50 |
| Inorganic Fertilizer, 10-16-8 | 110 | cwt. | 5.00 | 550.00 |
| Manure Fertilizer | 380 | cu.yd. | 5.50 | 2,090.00 |
| Mulch Material | 410 | unit | 13.00 | 5,330.00 |
| | | | | $ 67,768.40 |
| Flagging (57½% of Contractor's Cost) | All Required | | | 250.00 |
| Water Meters (Installed by City of Portland) | All Required | | | 1,250.00 |
| | | | | $ 1,500.00 |
| | Subtotal | | | $ 69,268.40 |
| | 10% Engr. & Cont. | | | 6,926.60 |
| | | Total | | $ 76,195.00 |

Length of Project - - - - - - - 0.434 Mile
Cost of Project Per Mile- - - - $175,564.51

Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - $ 70,000.00
State Funds - - - - - - - - - - - - - - - - - - - - - - - - - 6,195.00
$ 76,195.00

* B.P.R. will not participate in This item see Ltr 8-28-60

Oregon State Highway Department

Federal Aid
Project No. I-5-6(28)300

## HARBOR DRIVE-LOWELL STREET SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications, Not as a basis for project agreement.)

Salem, Oregon, September 5, 1961

Type Code Y005
Roadside Improvement (Sta. 100+00 to Sta. 122+89)

| | | | | | |
|---|---|---|---|---|---|
| Tractor and Dozer | 16 | hour | $15.00 | $ | 240.00 |
| Removal of Pavement | 10 | sq.yd. | 1.50 | | 15.00 |
| Type 3 Fence | 15 | rod | 20.00 | | 240.00 |
| 8'x58" Metal Gate | 1 | only | 70.00 | | 70.00 |
| 3/4" - 0 Crushed Material | 40 | cu.yd. | 5.00 | | 200.00 |
| ½-inch Water Pipe | 3,230 | lin.ft. | 0.50 | | 1,615.00 |
| 3/4-inch Water Pipe | 3,600 | lin.ft. | 0.60 | | 2,160.00 |
| 1-inch Water Pipe | 3,550 | lin.ft. | 0.75 | | 2,662.50 |
| 1¼-inch Water Pipe | 2,460 | lin.ft. | 1.00 | | 2,460.00 |
| 1½-inch Water Pipe | 1,660 | lin.ft. | 1.05 | | 1,743.00 |
| 2-inch Water Pipe | 2,200 | lin.ft. | 1.25 | | 2,750.00 |
| 2½-inch Water Pipe | 1,110 | lin.ft. | 2.00 | | 2,220.00 |
| 1-inch Automatic Control Valves | 5 | only | 25.00 | | 125.00 |
| 1¼-inch Automatic Control Valves | 4 | only | 30.00 | | 120.00 |
| 1½-inch Automatic Control Valves | 14 | only | 35.00 | | 490.00 |
| 2-inch Automatic Control Valves | 27 | only | 45.00 | | 1,215.00 |
| ½-inch Automatic Drain Valves | 130 | only | 4.35 | | 565.50 |
| 3/4-inch Gate Valves | 1 | only | 3.50 | | 3.50 |
| 1-inch Gate Valves | 1 | only | 5.00 | | 5.00 |
| 1-inch Vacuum Breakers | 5 | only | 15.00 | | 75.00 |
| 1¼-inch Vacuum Breakers | 4 | only | 17.00 | | 68.00 |
| 1½-inch Vacuum Breakers | 14 | only | 19.00 | | 266.00 |
| 2-inch Vacuum Breakers | 27 | only | 22.00 | | 594.00 |
| Shrubbery Sprinkler Heads | 630 | only | 1.60 | | 1,008.00 |
| Pop-up Sprinkler Heads, Nonrevolving | 230 | only | 3.00 | | 690.00 |
| Pop-up Rotary Sprinkler Heads, Full Circle | 10 | only | 15.00 | | 150.00 |
| 15-Section Automatic Sprinkler Controller | 2 | only | 400.00 | | 800.00 |
| 20-Section Automatic Sprinkler Controller | 1 | only | 700.00 | | 700.00 |
| 2-inch Galvanized Steel Pipe (Conduit) | 45 | lin.ft. | 4.00 | | 180.00 |
| Furnishing and Planting Trees | 160 | only | 8.00 | | 1,280.00 |
| Furnishing and Planting Shrubs | 4,170 | only | 4.00 | | 16,680.00 |
| Furnishing and Planting Vines, Bearberry | 12,750 | only | 0.30 | | 3,825.00 |
| Furnishing and Planting Vines, English Ivy | 48,000 | only | 0.20 | | 9,600.00 |
| Furnishing and Planting Vines, Pointreyes Ceanothus | 2,400 | only | 0.60 | | 1,440.00 |

| | | | |
|---|---|---|---|
| Lawn Construction | 1.75 acre | $1,400.00 | $ 2,450.00 |
| Grass Seed, Creeping Red Fescue | 150 lb. | 0.40 | 60.00 |
| Grass Seed, Chewings Fescue | 150 lb. | 0.40 | 60.00 |
| Grass Seed, Highland Bentgrass | 75 lb. | 0.50 | 37.50 |
| Inorganic Fertilizer, 10-16-8 | 110 cwt. | 5.00 | 550.00 |
| Manure Fertilizer | 380 cu.yd. | 5.50 | 2,090.00 |
| Mulch Material | 410 unit | 13.00 | 5,330.00 |
| | | | $66,833.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 250.00 |
| Water Meters (Installed by City of Portland) | All Required | | 1,250.00 |
| | | | $1,500.00 |
| | Subtotal | | $68,333.00 |
| | 10% Engr. & Cont. | | 6,833.00 |
| | Total | | $75,166.00 |

Length of Project - - - - - - - - - 0.434 Mile
Cost of Project Per Mile- - - - - - $173,193.54

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $69,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 6,166.00 |
| | $75,166.00 |

RECEIVED
OCT 26 1961
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5972

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 24, 1961

City of Portland
Water Engineers
City Hall
Portland 4, Oregon

Attention: Mr. Lowell Faull

Water Meter Installation
Harbor Dr.-Lowell St. Unit
Pacific Highway
Multnomah County
Contract No. 5972
Project I-5-6(28)300

Gentlemen:

The installation of water meters to be done by the City of Portland Water Bureau on the above-named project has been approved by the Bureau of Public Roads. You are hereby authorized to proceed with the work as of October 16, 1961.

Reimbursement for work done subsequent to this date will be made subject to PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

FS:fp
cc C. G. Polk
Forrest Cooper ✓
C. H. Maison
R. L. Porter
Lloyd Shaw
R. F. Lytle

NOTED
FORREST COOPER

RECEIVED
OCT 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

2

RECEIVED
OCT 24 1961
FOR FILING
I-5-6(28)
4972

UNITED STATES GOVERNMENT
# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 20, 1961

Attention: Mr. R. L. Porter

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By:
T. Dec
District Engineer

SUBJECT: Irrigation System
Harbor Drive-Lovell St. Unit
Pacific Highway
Project I-5-6(28)300

Reference is made to your letter of October 16, 1961. We hereby approve the work to be done by the city of Portland in installing water meters on the subject project. Approval is subject to the provisions of PPM 21-6.3.

Authorization to proceed with the work is given as of October 16, 1961.

Edw
Porter

2

UNITED STATES GOVERNMENT

# *Memorandum*

RECEIVED
OCT 24 1961
~~FOR FILING~~

I-5-6(28)300
5972

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

**DATE**: October 20, 1961

**FROM** : C. G. Polk, Division Engineer
8-35.5 Salem, Oregon

By:
T. Dec
District Engineer

**SUBJECT**: Irrigation System
Harbor Drive-Lowell St. Unit
Pacific Highway
Project I-5-6(28)300

Reference is made to your letter of October 16, 1961. We hereby approve the work to be done by the city of Portland in installing water meters on the subject project. Approval is subject to the provisions of PPM 21-6.3.

Authorization to proceed with the work is given as of October 16, 1961.

Edw
Porter

RECEIVED
OCT 23 1961
FOR FILING

5972

October 20, 1961

Mr. C. L. Staab
Staab's Nursery
16540 N. E. Glisan Street
Portland 16, Oregon

Dear Mr. Staab:

Our investigation of the ivy plants in flats in your nursery discloses that they do meet the specifications and requirements for ivy plants on State Highway Contract No. 5972. All plants of the quality inspected will be accepted.

I regret the misunderstanding about the contract specifications, and I want to assure you of our complete cooperation.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Lloyd Shaw, Metropolitan Engineer
Mr. Charles Haselton

Mr. Tom Edwards
Mr. M. H. Astrup

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

REFERRED TO
Strup
to State Highway Engineer

for your action.

October 17, 1961

Staab's Nursery
16540 N. E. Glisan Street
Portland 16, Oregon

Attention: Mr. C. L. Staab

Gentlemen:

This is to acknowledge your letter of October 13 in which you protest instructions given you by Mr. Charles Hazelton concerning the use of ivy plants on State Highway Contract No. 5972. To substantiate your position you quote from the specifications appearing on Page 19 (2).

Determination of matters such as this is an engineering function. So that your protest may have proper consideration, we are forwarding your letter to Mr. W. C. Williams, State Highway Engineer, for such investigation and action as may be required.

You will be advised by Mr. Williams or one of his representatives when the matter has been investigated.

Yours very truly,

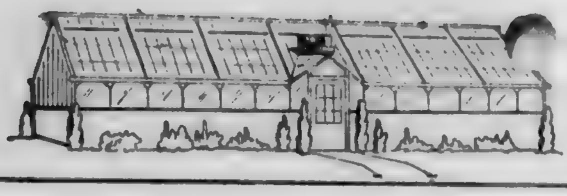
ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

✓ CC Mr. W. C. Williams

RECEIVED
STATE PARKS
DEPARTMENT

RECEIVED



STAAB'S NURSERY

RHODODENDRONS — CAMELLIAS — AZALEAS

☐ Phone ALpine 3-9960
16540 N. E. Glisan Street
PORTLAND 16, OREGON

October 13, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Re: State Highway Contract #5972
Harbor Drive - Lowell Street Unit

Dear Mr. Query:

You will recall that on September 15, 1961, you advised the undersigned that the Commission, on September 15, 1961, awarded to us the above-referred-to contract. The formal contract, of course, was subsequently signed.

We have been informed by Mr. Charles Hazelton that the English ivy plants that we propose to plant on said project are not acceptable, in that they are presently in flats and not field grown.

When we requested the specifications preparatory to bidding this job, we were only supplied with the special provisions for highway construction relative to this particular Harbor Drive project, although we asked for all specifications. In the specifications we received, the English ivy plants were to have a strong, vigorous root system with at least one 6-inch runner. This appears on Page 19 (2). No mention is made that the English ivy plants must be field grown.

We are advised that Mr. Hazelton has approved the English ivy plants that are presently in flats in relation to a state job that is being undertaken in the Tigard, Oregon, area. We understand these ivy plants in flats were delivered to the Tigard, Oregon, job by Doty & Doerner, Inc., 6691 S. W. Capitol Highway, Portland, Oregon.

We wish to advise that the plants we propose to use on this contract do have a strong, vigorous root system and at least one 6-inch runner and are strong, healthy plants. We are in a position to show that the plants are No. 1 quality and that they are equal to or better than field-grown plants.

We assume you are in a position to advise Mr. Hazelton to allow us to proceed with the supplying of our English ivy plants presently in flats; and if you are, you will please advise Mr. Hazelton in writing and send a carbon copy of the letter to the undersigned. If you are not in such a position, we request that you set up the necessary meeting with the commissioners, or such other persons as you may deem expedient, so that this matter may be resolved to our mutual advantage.

NOTED
FLOYD QUERY

If we do not hear from you within seven days from the date of this letter, we will be compelled to proceed so that we may protect our position, because, as you know, we have a time limit on this particular project.

Your cooperation in this matter is appreciated.

Very truly yours,

C L Staab

C. L. Staab

CLS:m
cc: Mr. Richard F. Lytle

RECEIVED
OCT 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1961
FOR FILING

I

5972

October 17, 1961

Staab's Nursery
16540 N. E. Glisan Street
Portland 16, Oregon

Attention: Mr. C. L. Staab

Gentlemen:

This is to acknowledge your letter of October 13 in which you protest instructions given you by Mr. Charles Hazelton concerning the use of ivy plants on State Highway Contract No. 5972. To substantiate your position you quote from the specifications appearing on Page 19 (2).

Determination of matters such as this is an engineering function. So that your protest may have proper consideration, we are forwarding your letter to Mr. W. C. Williams, State Highway Engineer, for such investigation and action as may be required.

You will be advised by Mr. Williams or one of his representatives when the matter has been investigated.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. W. C. Williams

FQ :fp

STAAB'S NURSERY

RHODODENDRONS — CAMELLIAS — AZALEAS

☐ Phone ALpine 3-9960
16540 N. E. Glison Street
PORTLAND 16, OREGON

October 13, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Highway Department
Salem, Oregon

Re: State Highway Contract #5972
Harbor Drive - Lowell Street Unit

Dear Mr. Query:

You will recall that on September 15, 1961, you advised the undersigned that the Commission, on September 15, 1961, awarded to us the above-referred-to contract. The formal contract, of course, was subsequently signed.

We have been informed by Mr. Charles Haselton that the English ivy plants that we propose to plant on said project are not acceptable, in that they are presently in flats and not field grown.

When we requested the specifications preparatory to bidding this job, we were only supplied with the special provisions for highway construction relative to this particular Harbor Drive project, although we asked for all specifications. In the specifications we received, the English ivy plants were to have a strong, vigorous root system with at least one 6-inch runner. This appears on Page 19 (2). No mention is made that the English ivy plants must be field grown.

We are advised that Mr. Haselton has approved the English ivy plants that are presently in flats in relation to a state job that is being undertaken in the Tigard, Oregon, area. We understand these ivy plants in flats were delivered to the Tigard, Oregon, job by Doty & Doerner, Inc., 6691 S. W. Capitol Highway, Portland, Oregon.

We wish to advise that the plants we propose to use on this contract do have a strong, vigorous root system and at least one 6-inch runner and are strong, healthy plants. We are in a position to show that the plants are No. 1 quality and that they are equal to or better than field-grown plants.

We assume you are in a position to advise Mr. Haselton to allow us to proceed with the supplying of our English ivy plants presently in flats; and if you are, you will please advise Mr. Haselton in writing and send a carbon copy of the letter to the undersigned. If you are not in such a position, we request that you set up the necessary meeting with the commissioners, or such other persons as you may deem expedient, so that this matter may be resolved to our mutual advantage.

NOTED
FLOYD QUERY

If we do not hear from you within seven days from the date of this letter, we will be compelled to proceed so that we may protect our position, because, as you know, we have a time limit on this particular project.

Your cooperation in this matter is appreciated.

Very truly yours,

C L Staab

C. L. Staab

CLS:m
cc: Mr. Richard F. Lytle

RECEIVED
OCT 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1961
FOR FILING

[illegible]

5772

October 16, 1961

Harbor Drive-Lowell St. Unit,
Harbor Drive-Washington Co. Line Sec.
Multnomah County
Project No. I-5-6(28)300

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

In order to complete the irrigation system on the subject project connection to the City of Portland water system by the installation of water meters is necessary. This is an anticipated item of the project and was included in the P. S. & E. The work will be done by the City of Portland Water Bureau.

We are enclosing two copies each of the application for water service covering this work, the estimate and sketch from the City Water Bureau for the work. The 2" water meters are industrial rather than standard service connections and will become the property of the State upon installation.

Your approval of this work under the provisions of PPM 30-4 or 21-6.3, whichever is applicable, and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT 16 1961
FOR FILING

I [illegible]
5972

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 16, 1961

Staab's Nursery
16540 NE Glisan St.,
Portland 30
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5972, awarded September 15, 1961, for roadside improvement on the Harbor Drive-Lowell St. Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 4 1961
FOR FILING

I-5-6([illegible]

5972

October 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Harbor-Drive-Lowell St. Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5972, in connection with Federal Aid Project No. I-5-6(28)300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 6 1961
FOR FILING
[illegible]
[illegible]

Salem, Oregon
September 6, 1961

Harbor Drive-Lowell Street Unit
Harbor Drive-Washington County
Line Section
Pacific Highway
Roadside Improvement Project

Mr. Mark H. Astrup
State Parks Superintendent
OFFICE

In reply to your letter of August 30, I wish to advise that I believe it would be well for you to work out matters involving items on Bureau of Public Roads' jobs through Mr. Porter.

It appears that Mr. Meola has already agreed with Mr. Polk that the Bureau would not pay for this minor paving; therefore, there is little that I can do at this stage of the game. I know of no reason why the Bureau should not participate in these items if they are needed and the mere fact that it has refused on some other project does not set a precedent that is binding on the Bureau.

In view of Mr. Meola's action, I have no desire to start a ruckus with the Bureau.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. P. M. Stephenson
Mr. R. L. Porter

RECEIVED
AUG 31 1961

FORM 8-30X 50M 7 60 29396

FOR FILING
I-5-6(28)
5972

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1961

Memo
To:

SUBJECT: Oregon Project I-5-6(28)300,
Harbor Drive-Lowell Street Unit,
Harbor Drive-Washington County
Line Section, Pacific Highway

Mr. Forrest Cooper
Deputy State Highway Engineer
Building

Reference is made to Division Engineer C. G. Polk's letter of August 28th - subject as above.

For your information, if you wish to carry the proposal further, the Bureau of Public Roads did participate in the cost of asphaltic concrete pavement in the fencing and roadside improvement project, Union Avenue-42nd Avenue Section, Columbia River Highway, in 1957. The subject item was Number 32.

Based on our experience, the inclusion of this asphaltic concrete strip ~~spit~~ behind the curb is justified from an appearance standpoint and from a lower maintenance cost. In the event that the Bureau of Public Roads will not reconsider its stand, it is recommended that the item be included in the contract and paid from state funds.

Mark H. Astrup

Mark H. Astrup
State Parks Superintendent

MHA:hl
cc: Tom Edwards
P. M. Stephenson ✓

RECEIVED
AUG 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

FORM CD-121
(9-22-59)

UNITED STATES G ERNMENT

# *Memorandum*

U.S. DE RTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 28, 1961

GPolk

FROM : C. G. Polk, Division Engineer
08-35.4
Salem, Oregon

SUBJECT: Oregon Project I-5-6(28)300, Harbor Drive-Lowell Street Unit, Harbor Drive-Washington County Line Section, Pacific Highway

Per our conversation with Mr. Meola, your Landscape Engineer, and in line with our policy on other recent projects, it was agreed that there would be no Federal participation in the cost of asphaltic concrete paving in connection with the above roadside improvement project. Inadvertently, the elimination of this item of work was not mentioned in our August 22 letter authorizing advertising of the project.

It is requested, therefore, that the item of asphaltic concrete be omitted from the contract estimate and other future estimates to be submitted for this project.

Copy to Meola-
Porter
Astrup

RECEIVED
AUG 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(27) Williams Ave. Struct., East- 1961
303 bank Freeway. Broadway, Williams
#5973 & Weidler traffic over Freeway

RECEIVED
JUN 25 1963

FOR FILING

[illegible]

5973

June 25, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5973 awarded to Peter Kiewit Sons' Co., for the Williams Avenue Undercrossing on the East Bank Freeway Section of Pacific Highway in Multnomah County was completed on January 28, 1963, and accepted by the Highway Commission on June 24, 1963.

Final payment, in the amount of $17,710.70 will be released to the contractor after July 2, 1963. The total contract amount is $375,918.70 including $1,115.95 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver, Washington

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JUN 25 1963

FOR FILING

[illegible]

[illegible]

June 24, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed January 28 on Contract 5973. The contract was with Peter Kiewit Sons' Company and was for work on the Williams Avenue Structure on the East Bank Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 24, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

FORM E-30 50M 11-61 40330

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1963

**SUBJECT:**

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

DEPARTMENT

Peter Kiewit Sons' Company completed work on Contract No. 5973, Williams Avenue Structure on the East Bank Freeway in Multnomah County, on January 28, 1963. This contract is ready for acceptance by the Commission.

This is a Federal-aid project. The Bureau of Public Roads advises us that they have inspected the contract work and are accepting that part of the contract as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:dl

RECEIVED
JUN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1963
FOR FILING

I-5-6(27)303

5973

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

February 15, 1963

Mr. J. R. Lynch
The Lynch Company, Inc.
6000 N. E. Union Avenue
Portland 11, Oregon

RE: Complaint
Williams Ave. Structure
Contract: 5973
Prefix: 626-1067
Bridge #8575

Dear Mr. Lynch:

On October 31, 1962, Mr. Lloyd P. Shaw wrote to you acknowledging receipt of your October 30 letter, stating that you would be contacted by our Resident Engineer who would inspect the premises and report his findings to this office.

You were contacted by Mr. John Howard on November 8, and the following items were discussed:

1. Original gravel mixed with mud or in places has disappeared.
2. Driveway on Weidler has transverse crack all the way across, near the center. A corner is cracked adjacent to the mastic joint on the west edge.
3. Sidewalk cracked at the corner of Williams and Weidler.
4. Corner of driveway on Williams Avenue is cracked.
5. Lumber piled on property.

In my letter to you dated November 3, 1961, I stated that the contractor would be cautioned not to use your property unless he makes his own arrangements with you to do so. On February 19, 1962, we were informed that the contractor had obtained your permission to use your property. There was no apparent reason to doubt the contractor's word, so no further action was taken. It was assumed that his subsequent actions were sanctioned by you.

In a conference which followed the November 8 meeting, the contractor admitted responsibility for Items 1, 4, and 5 above. The contractor was not sure whether Item 2 was his responsibility or not, but admitted that heavy equipment had been used in the driveway. Since we were informed by the contractor (February 19, 1962) that he had your permission to use your lots, we assumed that you had already made your own arrangements with the contractor.

NOTED
LLOYD P. SHAW

The contractor denies responsibility for Item 3, and this office concurs with the contractor. There is on file in this office pictorial evidence that these cracks were old cracks in December, 1961.

In answer to your February 6, 1963 letter which states that none of the matters referred to in your October 30, 1962 letter have been taken care of, I must state that there is no large pile of lumber remaining on your property, that gravel has been spread over the lots, and that the damaged sidewalk on Williams Avenue has been replaced, although a crack has developed since.

We have ordered the contractor to remove the construction equipment, paint cans and other debris from your property. The matter of damage to the driveways and sidewalks is one that should be handled directly with the contractor, since he claimed to have had your permission to use your property.

We will once more request that the contractor contact you to work out the remaining differences.

Very truly yours,

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/ca

CC: Mr. Lloyd P. Shaw
Mr. Ivan D. Merchant
Mr. John Howard
Peter Kiewit Sons'
8205 N. Mississippi St.
Portland 17, Oregon

RECEIVED
FEB 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

COPY FOR ~~Dave~~ Merchant
Shaw
Date 2-11 By ce

[illegible] 2-7-63 ep

THE **Lynch** COMPANY, Inc.
6000 N. E. UNION AVENUE
PORTLAND 11, OREGON

February 6, 1963

State of Oregon Highway Dept.
5821 N. E. Glisan Street
Portland 13, Oregon

Attention: Mr. Lloyd P. Shaw
Metropolitan Engineer

Gentlemen:

We wish to call your attention to our letter of October 30, 1962 in the matter of lots 3 and 4, Block 4, Elizabeth Irving Addition to East Portland.

At this time, none of the matters referred to in the letter have been taken care of. Also, all of the construction easements to the Highway Department have expired.

The north end of this property is now cluttered up with paint cans, construction equipment of all kinds and debris. This is seriously hampering parking on the property and we would like to have it cleaned up and removed as soon as possible.

If the driveways and sidewalk are not repaired by March 1, 1963 we will have the work done and bill you.

Very truly

J. R. Lynch

J. R. Lynch

JRL/ko

METROPOLITAN ENGINEER
RECEIVED

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Williams Ave. Undercrossing East Bank Freeway

For Week Ending January 4, 1963

Kind of work Structures & Grading

Highway Pacific County Multnomah

Section prefix 626-1067

Contractor Peter Kiewit Sons' Co.

Contract number 5973

Date of contract September 15, 1961

Specified work days SEE BRIDGE DEPARTMENT

Date work started October 2, 1961

Work days used SEE BRIDGE DEPARTMENT

Project authorization $ 420,907.50

Exclusive of engineering $ 390,976.30

Per cent of time elapsed SEE BRIDGE DEPARTMENT %

Estimated cost of completed project, exclusive of engineering $ 390,976.30

Estimated per cent overrun or underrun SEE BRIDGE DEPARTMENT %

Per cent of contract completed, based on estimated cost SEE BRIDGE DEPARTMENT %

Engineering authorization $ 29,931.20

Grading Engineering cost to date $ 5,563.49, 18.6 %

Date project was completed -, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | See Bridge Dept. | 100 | 100 | 0 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No work on grading this week. Grading completed.

This is final weekly report on grading on this project.

NOTED R. L. PORTER

NOTED

JAN 7 1963

cc: John Howard
Bureau of Public Roads

Signed James Don
James Don, Resident Engineer

Address Portland 13, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.10 | 0.10 | 0 | 0 | Asph. Conc.<br>0.10 |
| Miles partially completed | 0 | 0 | 0 | 0 | 0 |
| Miles completed | 0.10 | 0.10 | 0 | 0 | 0.10 |
| Total estimated quantities (contract) | 5,300 CY | 400 CY | 0 | 0 | 120 T |
| Total quantities corrected to date | 4,000 CY | 826 CY | 0 | 0 | 714 T |
| Estimated quantities moved or placed to date | 3,918 CY | 826 CY | 0 | 0 | 714 T |
| Average daily quantities | 0 | 0 | 0 | 0 | 0 |
| Average daily quantities necessary to complete project on time | 0 | 0 | 0 | 0 | 0 |
| Number shifts per day | 0 | | | | |
| Hours per shift | 0 | | | | |
| Average force on project for week | 0 | | | | |

| | |
|---|---|
| Men | 0 |
| Supervision | 0 |
| Men and trucks under 3 tons | 0 |
| Men and trucks over 3 tons | 0 |
| Men and tractors | 0 |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | - | - | |
| Monday | Cloudy | 0 | |
| Tuesday | Cloudy | 8 | Legal Holiday |
| Wednesday | Showers | 0 | |
| Thursday | Cloudy | 0 | |
| Friday | Cloudy | 0 | |
| Saturday | - | - | |

RECEIVED
OCT 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5973

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 27, 1961

Peter Kiewit Sons' Co.,
P. O. Box 1777
Vancouver
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5973, awarded September 15, 1961, for the Williams Avenue Undercrossing on the Eastbank Freeway Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 21 1961
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 10-204

PROJECT REPORT NO. 6

5973

Form PR-2 (Rev. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROJECT AGREEMENT

*(PPM 21-7)*

10-20-61

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(27)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 Williams Avenue (Portland)
U'xing

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-22-61 | 0.0 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 411,354.00 | $ 378,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Oregon State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer: October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Williams Avenue Undercrossing Structure, Project No. I-5-6(27)303.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

October 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Williams Avenue Undercrossing Structure, Project No. I-5-6(27)303.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-5-6(27)303

## WILLIAMS AVENUE UNDERCROSSING STRUCTURE

## ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreements. Based on low bid prices.

Salem, Oregon, October 2, 1961

Type Code X721
Williams Avenue U'xing (Sta. 359+06.40)(Contract 5973)

### Structure

| | | | |
|---|---|---|---|
| Remove Detour Structure | All Required | | $ 2,000.00 |
| Shoring, Cribbing, Etc. | All Required | | 7,000.00 |
| Structural Excavation | 10,000 cu.yds. | $ 1.70 | 17,000.00 |
| Structural Excavation Below Elevation Shown | 500 cu.yds. | 4.00 | 2,000.00 |
| Furnish Steel Shells | 830 lin.ft. | 3.00 | 2,490.00 |
| Drive Steel Shells | 28 only | 76.00 | 2,128.00 |
| Class "A" Concrete in Shells | 600 lin.ft. | 0.90 | 540.00 |
| Class "A" Concrete (3200 cu.yds.) | All Required | | 182,000.00 |
| Class "A" Concrete in Walls (203 cu.yds.) | All Required | | 8,000.00 |
| 3'-3" Drilled Columns | 480 lin.ft. | 25.00 | 12,000.00 |
| 6'-6" Diameter Footings | 12 only | 130.00 | 1,560.00 |
| 8'-0" Diameter Footings | 1 only | 250.00 | 250.00 |
| 8'-6" Diameter Footings | 12 only | 300.00 | 3,600.00 |
| 9'-6" Diameter Footings | 1 only | 400.00 | 400.00 |
| Extra for Drilling Below Elevation Shown | 75 lin.ft. | 30.00 | 2,250.00 |
| Metal Reinforcement (698,000 lbs.) | All Required | | 93,000.00 |
| Metal Parapet Railing | 840 lin.ft. | 7.00 | 5,880.00 |
| Concrete Slab Riprap | 550 sq.yds. | 6.50 | 3,575.00 |
| | | | $345,673.00 |

### Roadwork

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 1,000.00 |
| Drainage Excavation, Unclassified | 130 cu.yds. | $ 3.00 | 390.00 |
| General Excavation, Unclassified | 5,300 cu.yds. | 1.25 | 6,625.00 |
| Salvaging and Stockpiling Guard Rail | 70 lin.ft. | 1.00 | 70.00 |
| Salvaging and Reinstalling Type 2 Barricade | 180 lin.ft. | 3.25 | 585.00 |
| Salvaging and Stockpiling Type 2 Barricade | 100 lin.ft. | 1.50 | 150.00 |
| 8-inch Corrugated Metal Pipe | 190 lin.ft. | 3.00 | 570.00 |
| Extra for Pipe Under Pavement | 220 lin.ft. | 5.00 | 1,100.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 570 lin.ft. | 2.00 | 1,140.00 |
| Special Backfill in Drains | 70 cu.yds. | 5.00 | 350.00 |
| 8-inch Sewer Pipe | 170 lin.ft. | 2.00 | 340.00 |
| Reconstruction of Manholes | 1 only | 100.00 | 100.00 |
| Concrete Curbs | 22 cu.yds. | 60.00 | 1,320.00 |

| | | | |
|---|---|---|---|
| Concrete Walks and Driveways | 400 sq.yds. | $ 4.00 | $ 1,600.00 |
| 6-foot Chain Link Fence | 310 lin.ft. | 2.00 | 620.00 |
| 4' x 6' Walk Gates | 1 only | 75.00 | 75.00 |
| Coarse Crushed Material in Base | 360 cu.yds. | 3.50 | 1,260.00 |
| 3/4" - 0 Material in Base | 40 cu.yds. | 3.50 | 140.00 |
| Sprinkling | 12 M-gals. | 6.00 | 7[illegible].00 |
| Class "B" Asphaltic Concrete | 120 tons | 8.00 | 960.00 |
| Traffic Signal Installation Complete | All Required | | 4,000.00 |
| | | | $ 22,467.00 |
| | Subtotal Structure | | $368,140.00 |
| Maintain Detours (Extra Work) | All Required | | $ 6,000.00 |
| | Subtotal | | $374,140.00 |
| | 10% Engr. & Cont. | | 37,414.00 |
| | Total | | $411,554.00 |

Length of Structure - - - - 0.000 Mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $378,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 33,554.00 |
| | $411,554.00 |

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

## Oregon State Highway Department

## Report of Cost Based on 104(b)(5) Estimate

To: J. W. Nash

I-5 [illegible]

Description of Work: Williams Ave. Str.

Eastbank Freeway Section

Taken from Segment No. C 6, 104(b)(5) Estimate. Length of Work ____________

| Work Classification | Amount in $1000 |
|---|---|
| 1. Preliminary Engineering | 12 |
| 2. Right-of-Way | |
| 3. Clear & Grub, Demolition | |
| 4. Utility Adjustments | |
| 5. Grade & Drain; Minor Structures | |
| 6. Base; Surfacing; Shoulders | |
| 7. R.R. Grade Separation | |
| 8. Highway Grade Separations without Ramps | |
| 9. Interchanges, Complete | 357 |
| 10. Other Bridges; Tunnels | |
| 11. Walls | |
| 12. Guardrail; Fencing; Lighting; Traffic Control Devices | |
| 13. Roadside Improvement | |
| 14. All Other Items | |
| 15. Subtotal, Lines 3 to 14 | |
| 16. Construction Engineering & Contingencies, 10% of Line 15 | 36 |
| 17. Total Estimated Cost | 393 |

with P.E. 405

Construction Planning Section

By D.R.H.

Date 8-3-61

Oregon State Highway Department

Federal Aid
Project No. I-5-6(27)303

# WILLIAMS AVENUE UNDERCROSSING STRUCTURE ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 21, 1961

Type Code X721
Williams Avenue U'xing (Sta. 359+06.40)

## Structure

| | | | | |
|---|---|---|---|---|
| Remove Detour Structure | All | Required | | $ 4,000.00 |
| Shoring, Cribbing, etc. | All | Required | | 25,000.00 |
| Structural Excavation | 10,000 | cu. yds. | $ 4.00 | 40,000.00 |
| Structural Excavation Below Elevation Shown | 500 | cu. yds. | 10.00 | 5,000.00 |
| Furnish Steel Shells | 830 | lin. ft. | 3.50 | 2,905.00 |
| Drive Steel Shells | 28 | only | 50.00 | 1,400.00 |
| Class "A" Concrete in Shells | 600 | lin. ft. | 1.00 | 600.00 |
| Class "A" Concrete (3,200 cu.yds. at $62.00) | All | Required | | 198,400.00 |
| Class "A" Concrete in Walls (203 cu.yds. at $58.00) | All | Required | | 11,774.00 |
| 3'-3" Drilled Columns | 480 | lin. ft. | 20.00 | 9,600.00 |
| 6'-6" Diameter Footings | 12 | only | 250.00 | 3,000.00 |
| 8'-0" Diameter Footings | 1 | only | 400.00 | 400.00 |
| 8'-6" Diameter Footings | 12 | only | 400.00 | 4,800.00 |
| 9'-6" Diameter Footings | 1 | only | 500.00 | 500.00 |
| Extra for Drilling Below Elevation Shown | 75 | lin. ft. | 5.00 | 375.00 |
| Metal Reinforcement (698,000 lbs. at $0.125) | All | Required | | 87,250.00 |
| Metal Parapet Railing | 840 | lin. ft. | 8.00 | 6,720.00 |
| Concrete Slab Riprap | 550 | sq. yds. | 7.50 | 4,125.00 |
| | | | | $405,849.00 |

## Roadwork

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 1,000.00 |
| Drainage Excavation, Unclassified | 130 | cu. yds. | $ 4.00 | 520.00 |
| General Excavation, Unclassified | 5,300 | cu. yds. | 1.50 | 7,950.00 |
| Salvaging and Stockpiling Guard Rail | 70 | lin. ft. | 1.50 | 105.00 |
| Salvaging and Reinstalling Type 2 Barricade | 180 | lin. ft. | 1.00 | 180.00 |
| Salvaging and Stockpiling Type 2 Barricade | 100 | lin. ft. | 2.00 | 200.00 |
| 8-inch Corrugated Metal Pipe | 190 | lin. ft. | 2.25 | 427.50 |
| Extra for Pipe under Pavement | 220 | lin. ft. | 3.00 | 660.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 570 | lin. ft. | 3.00 | 1,710.00 |
| Special Backfill in Drains | 70 | cu. yds. | 6.00 | 420.00 |
| 8-inch Sewer Pipe | 170 | lin. ft. | 2.00 | 340.00 |
| Reconstruction of Manholes | 1 | only | 150.00 | 150.00 |
| Concrete Curbs | 22 | cu. yds. | 45.00 | 990.00 |

| | | | |
|---|---|---|---|
| Concrete Walks and Driveways | 400 sq. yds. | $ 5.00 | $ 2,000.00 |
| 6-Foot Chain Link Fence | 310 lin. ft. | 6.00 | 1,860.00 |
| 4' x 6' Walk Gates | 1 only | 65.00 | 65.00 |
| Coarse Crushed Material in Base | 360 cu. yds. | 3.25 | 1,170.00 |
| 3/4" - 0 Material in Base | 40 cu. yds. | 4.00 | 160.00 |
| Sprinkling | 12 M-gals. | 3.50 | 42.00 |
| Class "B" Asphaltic Concrete | 120 tons | 9.50 | 1,140.00 |
| Traffic Signal Installation Complete | All Required | | 4,500.00 |
| | | | $ 25,589.50 |
| | Subtotal Structure | | $431,438.50 |
| Maintain Detours (Extra Work) | All Required | | $ 6,000.00 |
| | Subtotal | | $437,438.50 |
| | 10% Engr. & Cont. | | 43,743.50 |
| | Total | | $481,182.00 |

Length of Structure . . . 0.000 Miles

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $442,000.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 39,182.00 |
| | $481,182.00 |

26-1068 Holgate St. Channelization 1961
Sec., Pacific Hwy.
#5974

RECEIVED
DEC 12 1961
FOR FILING

5974

December 11, 1961

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5974 for paving the Holgate St. Channelization Section of Pacific Highway East in Multnomah County was completed by the contractor, Cascade Const. Co., on October 20, 1961, and was formally accepted by the Highway Commission on November 15, 1961.

Final payment in the amount of $955.41 will be released to the contractor on or after December 18, 1961. The total contract amount is $5,161.83, of which amount $79.37 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Cascade Const. Co.,
Foot of SW Abernathy St.,
Portland 1
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 25, 1961

Section Holgate Street Channelization

Kind of work Paving

Highway Pacific East County Multnomah

Section prefix 26-1068

Contractor Cascade Construction Co.

Contract number 5974

Date of contract Sept, 1961

Specified work days 20

Date work started October 14, 1961

Work days used 11

Project authorization $ 7,131.38

Exclusive of engineering $ 6,624.26

Per cent of time elapsed 55 %

Estimated cost of completed project, exclusive of engineering $ 4,551.35

Estimated per cent ~~overrun~~ or underrun 31.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 507.12

Engineering cost to date $ 531.11, 104.73 %

Date project was completed Nov. 8, 1961, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| | | | | | 100 | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimated sent in to Division Office Nov. 22, 1961

Last report on this project.

Signed

Address 5821 N. E. Glisan St. Portland, 13 Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | 0.18 |
| Miles partially completed | | | | | |
| Miles completed | | | | | 0.18 |
| Total estimated quantities (contract) | | | | | 660 |
| Total quantities corrected to date | | | | | 567 |
| Estimated quantities moved or placed to date | | | | | 567 |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

| | |
|---|---|
| Men | 0 |
| Supervision | |
| Men and trucks under 3 tons | |
| Men and trucks over 3 tons | |
| Men and tractors | |
| | |

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Overcast | | |
| Tuesday | Rain | | |
| Wednesday | Showers | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
OCT 11 1961
FOR FILING

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5974

October 11, 1961

Cascade Const. Co.,
Ft. of SW Abernathy St.,
Portland 1
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5974, awarded September 15, 1961, for paving the Holgate St. Channelization Project on Pacific Highway East in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 28 1961
FOR FILING

5974

September 27, 1961

Cascade Const. Co.,
Ft. of SW Abernathy St.,
Portland 1
Oregon

Contract #5974 - awarded September 15, 1961
Paving
Holgate St Channelization
Pacific Highway East
Multnomah County.

Gentlemen:

Due to an oversight, the revised "minimum hourly wage rates" for Hoisting and Portable Engineers, were not included when this contract was being assembled. We are enclosing three sets for the three copies of contract #5974 sent to you on September 25, 1961.

Will you please insert them in the front part of the contract just after the sheet entitled "Revisions of Special Provisions".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Enc.

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SEP 22 1961
FOR FILING
[illegible] 1068
59.14

MISC. CONTRACTS and
AGREEMENTS No. 824

September 20, 1961

Mr. Ray Smith
City Auditor
City of Portland
Portland, Oregon

Dear Mr. Smith:

As requested in your letter of September 15, we are sending you two fully signed copies of a supplemental agreement between the State Highway Commission and the City of Portland relating to construction of the McLoughlin Boulevard at Holgate Street Channelization Section of the Pacific Highway East in the City of Portland.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

cc - Mr. Fred T. Fowler
Highway Engineering Coordinator

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

September 15, 1961

Mr. Floyd Query, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Query:

Please find enclosed triplicate copies of supplemental agreement between the City and State of Oregon, relating to construction of the McLoughlin Boulevard at Holgate Street Channelization Section of the Pacific Highway East, State Primary Highway No. 1E providing for the allocation of costs, as authorized by Ordinance No. 114035, passed by the City Council on August 31, 1961.

Will you kindly have the proper officials sign all three copies of the agreement which has already been executed by the City officials and return two copies to this office for our files.

Yours very truly,

Auditor of the City of Portland

ms

MS:sp
Encls.

RECEIVED
SEP 18 1961
Office Of
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1961
FORM E-30 50M 7-59 22124
FOR FILING
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5134

9

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1961

**SUBJECT:** Cooperative Construction Agreement
McLoughlin Blvd.-Holgate Street
Channelization Section
Pacific Highway East
City of Portland

To: G. S. Paxson
Assistant State Highway Engineer

Office

Attached please find six blue-backed copies of the agreement covered by the above subject, requested by your letter of August 22, 1961. It is understood that County and City will furnish additional required exhibits. Five copies of this agreement were delivered to County and City.

Additional copies of this agreement are available through this office if you should require them.

J N Hershberger
J. N. Hershberger
Staff Attorney

JNH:ckr
Att.

Project approved by Commission
June 28/1961

RECEIVED
AUG 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1961
FOR FILING
Hw-1068.

774

Salem, Oregon
August 22, 1961

Cooperative Construction Agreement
McLoughlin Blvd.-Holgate Street
Channelization Section
Pacific Highway East
City of Portland

Mr. L. I. Lindas
OFFICE

Attached is a draft of an agreement covering the subject project. Will you please prepare 10 copies of the agreement in addition to any required by your Division.

G. S. Paxson
Assistant State Highway Engineer

JDO:djb
Att.

AGREEMENT draft 8/21/61

THIS AGREEMENT, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF PORTLAND, a municipal corporation, acting by and through its Mayor and Commissioner of Public Works, hereinafter called "City";

W I T N E S S E T H :

RECITALS:

1. Pursuant to ORS 373.010, 373.020 and 373.030, when any state highway route passes through the limits of any city, the Oregon State Highway Commission shall select, control from curb to curb, maintain, construct, improve, or alter the streets of the city over which the state highway shall be routed.

2. On September 11, 1944, State and City entered into an agreement relative to the designating of certain streets as state highways and also relating to the repair, maintenance and jurisdiction over said streets. This agreement was executed by the City pursuant to Ordinance No. 80262 and was amended by supplemental agreements dated August 22, 1950, September 26, 1952, July 21, 1955, February 23, 1956, and October 2, 1956. This present agreement will also supplement, as hereinafter provided, the agreement of September 11, 1944, as amended.

3. In order to expedite the flow of traffic, State and City plan to build the McLoughlin Boulevard at Holgate Street Channelization Section of the Pacific Highway East, State Primary Highway No. 1E.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is hereby agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans and specifications, let and award the contract, and supervise the construction and improvement of said project. Attached hereto, marked Exhibit 'A' and by this reference made a part hereof, is a map setting forth the location and general plans of the project covered in this agreement.

2. State shall construct and thereafter maintain an asphaltic concrete traffic median as shown colored in red on the attached Exhibit "A." Said median will provide a left turn refuge to S. E. Holgate Street.

3. State shall resurface and maintain the existing pavement with approximately 3 inches of asphaltic concrete pavement on the easterly side of the traffic median and approximately 1-1/2 inches on the westerly side of said median as shown colored in blue on the attached Exhibit "A."

4. State shall resurface with asphaltic concrete connections to S. E. ~~Mall Street~~ 9th Ave, S. E. Reynolds Street, and S. E. Holgate Street as shown colored in blue and orange on the attached Exhibit "A."

5. Upon completion of said project, State shall submit to City in triplicate an itemized statement of the cost of said project. The cost of said project shall be shared 75 percent by State and 25 percent by City. The total cost of said project is estimated to be $7,200.00.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plan attached hereto marked Exhibit "A" and by this reference made a part hereof.

2. City shall assume maintenance of those portions of S. E. Mall Street, S. E. Reynolds Street, and S. E. Holgate Street shown colored in orange on the attached Exhibit "A."

3. Upon receipt in triplicate of itemized statement of the costs incurred in said project, City agrees to pay State a sum equal to 25 percent of the cost of said project.

GENERAL PROVISIONS:

1. Except as expressly modified or altered herein, the provisions of said original and supplemental agreements shall remain in full force and effect to the same extent as if fully and completely set forth herein.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective officials and have caused their respective seals to be affixed hereto, ~~as of the day and year first above~~ the City officials acting pursuant to Ordinance No. ______________ passed by the Council on the ______ day of ____________________, 19__.

This agreement was approved by the Oregon State Highway Commission on ________________________, 1961, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ____ Page ____ Minute Book of the Oregon State Highway Commission.

________________________
Floyd A. Query, Secretary

APPROVED:

________________________
Asst. State Hwy. Engineer

APPROVED AS TO FORM:

________________________
Chief Counsel

APPROVED:

________________________
Highway Engineering Coordinator

APPROVED:

________________________
City Engineer

APPROVED:

________________________
Traffic Engineer

APPROVED AS TO FORM:

________________________
City Attorney

CITY OF PORTLAND, by and through
its City Officials

By________________________
Mayor

By________________________
Commissioner of Public Works

JDG:djb

RECEIVED
AUG 22 1961
FORM E-30 50M 11-58 13090
FOR FILING

| |
|---|
| 26-10 |
| |
| 5.74 |

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1961

SUBJECT: Cooperative Construction Agreement
McLoughlin Blvd.-Holgate Street
Channelization Section
Pacific Highway East
City of Portland

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of the subject project.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb
Att.

NOTED

RECEIVED
AUG 16 1961
FOR FILING FORM E-30 50M 3-61 34397

[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1961

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

I have again examined the median condition on McLoughlin Boulevard. I have found a short stretch of raised divider median under the Ross Island Bridge. Southerly of this I find 1.49 miles of median with jiggle bars only. The Holgate Street turn refuge is in this area.

I have requested Mr. Shaw to provide me with an improvement plan for the left turn refuge at Holgate which contemplates covering the existing pavement with approximately 3 inches on the easterly side and 1½ inches on the westerly side. Examination of the surface condition indicates this is ample. The cost will be approximately $7,200.

I am taking steps to secure the city's approval. This project should be placed on the September 13th letting schedule. An agreement will be drawn with the City of Portland securing participation on a 25 per cent basis.

Tom Edwards
Construction Engineer

TE:jw

cc Lloyd Shaw
D. J. Barbee

[illegible]
COOPER

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1961
FOR FILING

36-[illegible]

[illegible]174

NOTE.
W. C. WILLIAMS

## LOCATION PROSPECTUS
## SOUTHEAST MCLOUGHLIN AT HOLGATE
## PACIFIC HIGHWAY EAST
## MULTNOMAH COUNTY

The following prospectus is submitted concerning the above mentioned section of McLoughlin Boulevard, Pacific Highway East, which is a State Primary Facility on the Federal Aid Primary System. This portion of highway is not on the throughway system. The northerly terminus is at Station 517+15 on McLoughlin Boulevard near the intersection of Southeast Holgate. The southerly terminus is at Station 508+05. The total overall length is 0.17 mile.

This will be a location survey to prepare plans, specifications, and estimates for construction of a left turn refuge at Holgate Street. The who project is within the City limits of Portland.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The 1975 projected ADT on Southeast McLoughlin is 52,200 (26,100 northbound and 26,100 southbound). An approximate ADT of 3,675 will make a left turn movement from the southbound lane of Southeast McLoughlin onto Southeast Holgate.

There will be no change in grade or curvature. The existing shoulders will be excavated to existing curbs and will receive sufficient base material and paving to match the 1½-inch asphaltic concrete overlay proposed for the existing travel lanes. The typical section will consist of a 60-foot curb-to-curb, city street section. The median will be variable from 4 feet to 12 feet providing a 10-foot left turn lane at Southeast Holgate.

This will be an expressway type facility providing direct access to the pavement limited as to location, width, and unrestricted as to land use. This is a channelization with no railroad crossings or major streams involved.

The tentative base design for construction is:

| | Over Existing | New Work |
|---|---|---|
| Paving | 1½" AC | 3½" |
| Top Course, Base | | 2 " |
| Bottom Course, Base | | 18½" |
| Total Depth | | 24 " |

(Base design subject to change upon completion of soils investigation.)

Materials are available from local or commercial sources.

Agreements will be required with the City of Portland.

There are no State parks or roadside rest areas affected.

July 14, 1961

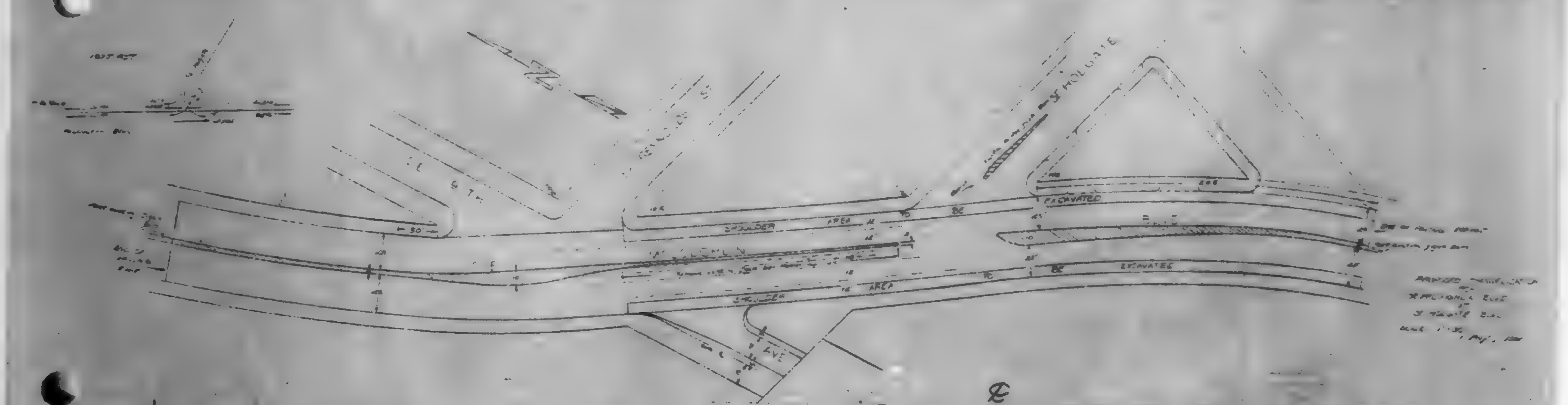
Attach.

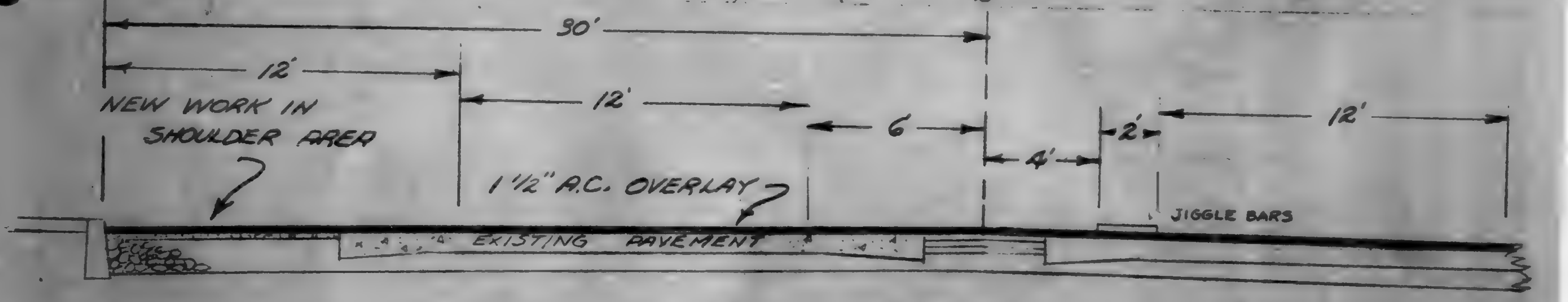
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

RECEIVED
JUL 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

# PROSPECTUS MAP

S.E. M^cLOUGHLIN AT HOLGATE
PACIFIC HWY EAST
MULTNOMAH COUNTY
Scale: as shown 1961




30'
12'
12'
6
4'
2'
12'
℄
NEW WORK IN SHOULDER AREA
1 1/2" A.C. OVERLAY
EXISTING PAVEMENT
JIGGLE BARS

TYPICAL HALF SECTION & MEDIAN
SHOWING
LEFT TURN LANE

RECEIVED
JUL 20 1961

FOR FILING

31-1069

5974

[illegible]

6-27-61

July 5, 1961

Mr. William A. Bowes
City Commissioner
Portland, Oregon

Dear Sir:

At its meeting on June 27, 1961, the State Highway Commission approved the construction of a permanent left-turn refuge on McLoughlin Boulevard at Holgate Street.

The estimated cost of this project is $14,000. It was approved with the understanding that the City of Portland is to contribute $3,500 or 25 percent of the cost, whichever is the lesser.

An agreement covering the details of this project is being prepared and will be forwarded to you for approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. F. T. Fowler
Highway Co-ordinator, City of Portland
Portland, Oregon

Mr. Forrest Cooper
Mr. C. G. Swenson

CWH:fp

RECEIVED
JUN 27 1961
FOR FILING

26-17

5174

110A

June 26, 1961

Oregon State Highway Commission

Gentlemen:

A meeting was held with officials of the City of Portland in which the matter of a permanent left-turn refuge on McLoughlin Boulevard at Holgate Street was discussed.

We recently established a temporary left-turn refuge at this point; however, to make it permanent certain construction items will be necessary.

The City is desirous of proceeding with the project. The city officials stated that they were anxious to proceed and that the City would contribute $3,100 or 25 per cent of the cost, whichever is the lesser. The estimate of doing the work is $14,000, and the city officials requested that the project be expedited.

It is my recommendation that you approve this work on the basis outlined in this letter. The work is to be done by contract.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc G. S. Paxson
Tom Edwards
C. H. Maison

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FOR FILING

[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1961

SUBJECT:

To: MEMO TO FILE

A meeting was held in Mr. Williams' office this date between representatives of the City of Portland and the Highway Department.

The City was represented by:

W. A. Bowes, City Commissioner
Fred T. Fowler, Highway Engineering Co-ordinator
L. H. Rosenthal, City Engineer
Lloyd Keefe, City Planning Commission
W. J. Weller, Traffic Engineer

The Highway Department was represented by:

W. C. Williams and Forrest Cooper

A discussion was had of the Market Street on ramp to Harbor Drive. It was the request of the City that the existing 55-foot radius curve be increased to approximately 100 feet or at least flattened and widened so that trucks could make it without difficulty. The Construction Engineer will prepare a plan with costs and present it to me for further consideration.

The matter of a left-turn refuge on McLoughlin Boulevard at Holgate Street was discussed. It was decided to proceed with the work, which was estimated to cost $14,000, on the basis that the City would contribute 25 percent of the cost or $3,500, whichever sum was the lesser. This matter will be presented to the Highway Commission at its meeting on June 27.

Memo to File - 2

June 26, 1961

Mr. Bowes brought up the subject of an off ramp from the new freeway in the vicinity of Morrison Street on the East Bank Freeway. Mr. Bowes stated that a meeting would be called with interested parties by him at a later date - probably in about a month.

Original signed
Forrest Cooper

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams ✓
Mr. Tom Edwards ✓
Mr. R. L. Porter
Mr. F. B. Crandall

9

RECEIVED
JUN 2 1961
FOR FILING

96-1664

S 974

June 2, 1961

Mr. Fred T. Fowler
Highway Engineering Coordinator
420 S. W. Main Street
Portland, Oregon

Dear Mr. Fowler:

In regard to the temporary left-turn channelization on McLoughlin Boulevard at S. E. Holgate, Mr. Weller has indicated the desirability of making this a permanent arrangement with a total cost to accomplish this of $3,000. This estimate is exclusive of any work looking to modification of the existing shoulders.

There is no question but what this left-turn channelization is a desirable thing trafficwise. In making the arrangement permanent, however, it would definitely be necessary to reconstruct the shoulder areas. It is estimated that the total cost of the work, inclusive of shoulder reconstruction, would amount to $14,000. I do feel that any implementation of the work should be on the basis of an equal sharing between State and City. It has been pointed out that this is a state highway; however, notwithstanding, trafficwise the majority of traffic using McLoughlin Boulevard is local in nature.

It has been indicated that the budgetary situation would preclude the City's participating in 50 per cent of the cost of the project. As a compromise arrangement, I would be willing to recommend to the Highway Commission that the $14,000 estimated cost be cared for by 25 per cent City and 75 per cent State participation.

Please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

FBC/tln me
cc Forrest Cooper
Tom Edwards
F. B. Crandall
Lloyd Shaw

RECEIVED
MAY 31 1961
FOR FILING

124-106

5774

Salem, Oregon
May 19, 1961

Left-turn refuge
McLoughlin Boulevard-S. E.
Holgate - Portland

Mr. F. B. Crandall
Traffic Engineer
OFFICE

I am attaching a file which refers once again to the perennial matter of a left-turn refuge on McLoughlin Boulevard at S. E. Holgate. This seems to have more lives than a cat.

Will you please take it from here and make the necessary contacts with the City people and give me a report and recommendation. It is presumed that the City would be an active financial partner in this go-around.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 5UM 5-61 34397

PLEASE RETURN TO
**FORREST COOPER**

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1961

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

During recent repairs to the Sellwood Bridge the structure was closed. As a matter of traffic control attendant thereto, the city of Portland requested that a temporary left turn refuge be installed on McLoughlin Boulevard at S.E. Holgate. This has proved to be a very effective traffic control measure and, as a result thereof, the city has requested that it be made permanent.

The city prepared an estimate in the total of $3,000. This has been checked by the Metropolitan Engineer, who estimates the cost at $3,500. Both the city and the Metropolitan Engineer refer to the weakness of the existing shoulders which must be used, but neither estimates the cost of improvement. Our Urban Design Section has made an estimate of the project. The total cost will be $13,770. The difference in cost stems from the fact that the shoulders in this area consist of 8½ inches total depth with an oil mat on top. This is insufficient to carry the traffic. The shoulders will have to be dug out and replaced to a depth of 20 inches base plus A.C. paving on top.

The city has budgeted $1,500 to use as cooperative funds in the project; however, I would recommend they be approached on the basis of the total package and that if they are unwilling to cooperate in the total package then the temporary left turn refuge shall be removed. I might add that during the time and as a result of this left turn refuge being in service the city has been prohibiting left turn movements off McLoughlin between Ross Island Bridge and Holgate Street. This has improved the traffic condition markedly.

Tom Edwards
Construction Engineer

TE:jw

NOTED
FORREST COOPER

RECEIVED
MAY [illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

FORM [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 19, 1961

CONSTRUCTION DIVISION
RECEIVED
APR 21 1961
NOTED-- ☐ ☑ ☐ ☐ ☐
CE ACE ACE COS

SUBJECT: U.S. 99-E, Intersection at McLoughlin & Holgate Channelization

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

I am sending you correspondence and a sketch pertaining to the intersection of S.E. McLoughlin Boulevard at S.E. Holgate. This material was handed to me by Fred Fowler without any letter of transmittal but with a verbal request that the matter be brought to your attention and with the hope on Mr. Fowler's part that it be given approval.

This intersection has been a rather sore spot on McLoughlin Boulevard for a long period of time. Mr. Weller recently had an opportunity to check its operation with a makeshift left-turn refuge installed when traffic volumes were considerably increased above normal due to the closure of Sellwood Bridge. According to Mr. Weller the operation at this point with the refuge was better than normal in spite of the increased traffic volumes.

Mr. Weller has indicated what he considers to be the items in which the City should participate and has estimated the cost of those items at $3,000. Based on this his bureau has budgeted $1500 as a 50-50 participation project.

We have re-estimated Mr. Weller's plan and for the items which he enumerates in his estimate are within approximately $500 of the total cost figure he uses. There are, however, a number of other items which should be considered if this refuge is to be installed. The pavement on S. E. McLoughlin Boulevard is portland cement concrete with oiled or asphaltic concrete shoulders. In the areas adjacent to the proposed refuge the surfacing is oiled and has only approximately 8½ inches of base rock underneath. Since traffic would be directed from its present position onto the existing shoulders these should be "beefed up" to withstand the heavier than ordinary traffic beating.

Barker

REFERRED TO
[illegible]

Our estimate provides for removal of the existing base rock to a depth of 15 inches and replacement with new base and 3½ inches of A.C. pavement.

In addition to paving the shoulders the estimate includes a 1½ inch half-sole of the existing portland cement concrete to remove the color differential at the existing shoulder lines which would tend to misdirect traffic.

This intersection is badly in need of some corrective measure, and the project is recommended.

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/lh
Encl.
cc: Freeman

NOTED
LLOYD P. SHAW

METROPOLITAN ENGINEER
RECEIVED
MAR 2 2 1961
Noted ☐ ☒ ☒ ☐ ☒

March 16, 1961

Traffic Engineering

Highway Engineering Coordinator

Mr. Fred T. Fowler

S.E. McLoughlin Boulevard & Holgate Boulevard

Dear Fred:

Enclosed is a plan showing proposed channelization to provide a left-turn refuge lane for southbound S.E. McLoughlin Boulevard (US99E) traffic at S.E. Holgate Boulevard. We have also enclosed traffic counts showing flows on both McLoughlin and Holgate including the various turning movements.

During the closure of the Sellwood Bridge from February 20 through March 1, 1961, channelization as shown on this plan was installed on a temporary basis, giving us an opportunity to check the design. Our observations indicate that even with the increase in traffic on McLoughlin Boulevard, there was sufficient storage room for the left-turn vehicles at Holgate and that the average speed of southbound McLoughlin traffic between the Ross Island Bridge and Holgate Boulevard was increased by approximately 10 m.p.h.

We estimate the cost of this project as follows:

| | | |
|---|---|---|
| 1. | Installing 6-inch concrete islands | $ 2,650 |
| 2. | Removing and paving existing median | 250 |
| 3. | Installing "No Parking" signs on both sides of S.E. McLoughlin Blvd. | 100 |
| | TOTAL COST: | $3,000 |

Since S.E. McLoughlin Boulevard is a State highway, we recommend that the work, as outlined above, be performed by the City and that the State Highway Department share 50% of the cost. If you agree, would you please submit this plan to the State Highway Department for approval and the proper agreements?

Undoubtedly, the question of improvement of the 8-foot shoulder strips necessitated by this plan will be

3/22/61

raised by the State Highway Department. Please be advised that this bureau has budgeted only $1,500 for this project and, therefore, has no funds to participate in the parking strip improvement. In addition, we also feel that the paving which is entirely within the State highway right-of-way would be the responsibility of the State Highway Department.

Yours very truly,

W. J. WELLER
Traffic Engineer

W:DEB:jf
Encls.

RECEIVED
FEB 17 1961
FOR FILING

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OFFICE OF
STATE HIGHWAY ENGINEER

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1961

SUBJECT: Construction of Temporary Left Turn Refuge
SE McLoughlin Blvd. (US99E) at
SE Holgate Street
Portland

To: MEMO TO FILE

On Thursday, December 16, first Mr. Ed Hunter and then Mr. A. E. Johnson called me in regard to a proposal by the Bureau of Traffic Engineering of the City of Portland to construct a temporary left turn refuge at the intersection of SE McLoughlin Blvd. (US99E) and SE Holgate Street in the city of Portland. The reason for the construction of a temporary left turn refuge was the fact that Multnomah County is planning to close the Sellwood Bridge on Monday, February 20 for a period of some two weeks. It is the feeling of the Bureau of Traffic Engineering in the City of Portland that this will throw such an additional load of traffic on McLoughlin Blvd. that left turns from the through lanes at the Holgate Street intersection would cause undue congestion. The City plans to start construction of the left turn refuge on the morning of February 17.

At the point of the construction, which would be of the sand-bag variety, the highway section consists of four travel lanes, a four-foot median and bituminous shoulders. Concern was expressed about the possibility of damage to the shoulders which do not have a heavy surface or base. It is the feeling of the Division people that there was a possibility that the maintenance expense on the shoulders would be quite high and that this should be the responsibility of the City of Portland. I discussed this with Mr. Paxson and at his instructions wrote a draft of a letter to Weller throwing the burden of shoulder maintenance on the City of Portland.

Shortly before noon on February 17, Mr. Weller called me stating that he had received a letter which was delivered by hand from Mr. Conklin, of this office, and that the City objected very violently to the requirement that they assume the maintenance cost. I then discussed the matter with Mr. Cooper and was instructed to discuss it further with Weller and if necessary, state that the State Highway Department would care for shoulder maintenance during the period when the left turn refuge was in operation. Additional discussion with Mr. Weller, including the suggestion that the County be contacted by the City, failed to change his opinion in regard to responsibility of maintenance except that he did state that if undue maintenance were required he would be willing to discuss the matter further at that time. As a result of this I stated to Mr. Weller that a letter insofar as the maintenance requirement was concerned, no longer held true.

VPJ:pk
cc: Forrest Cooper
G. S. Paxson

Val Johnson
Traffic Control Engineer

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FEB 17 1961
FOR FILING

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5774

February 16, 1961

Mr. W. J. Weller
Traffic Engineer
420 S. W. Main Street
Portland, Oregon

Dear Mr. Weller:

It has come to our attention that because of the additional traffic load imposed on S. E. McLoughlin Boulevard (Pacific Highway East) due to the anticipated closure of the Sellwood Bridge, you are planning to construct a temporary left-turn refuge at the intersection of S. E. McLoughlin and S. E. Holgate Streets. It is understood that the proposed design will provide for four lanes of through traffic plus a left-turn lane for the south to east left-turn movement.

The State Highway Department will interpose no objection to the proposed construction provided that the City of Portland assumes the responsibility for liability from accidents caused by the sandbag outline of the proposed islands; further the outer eight feet of pavement on each side of McLoughlin Boulevard has a very light bituminous surface and very little base. The City of Portland must assume responsibility for the maintenance of these asphalt strips and at the completion of the temporary left-turn operation return them to their original condition.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. L. H. Rosenthal
City Engineer of Portland
City Hall
Portland, Oregon
Mr. W. C. Williams
Mr. F. B. Crandall
Mr. A. E. Johnson

VPJ:njc er

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FEB 14 1961

FOR FILING

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1961

SUBJECT: Channelization
SE McLoughlin Blvd. @ Holgate St.
Pacific Highway East
US99E, Hwy. #1E,
Portland

To:

MEMO TO FILE

This is to advise that Mr. Benedict, Asst. Metropolitan Engineer, called the writer on Wednesday, February 8, to inquire if we had a project relating to channelizing SE McLoughlin Boulevard and Holgate.

A check made in this office revealed that there is no current work, but in 1951 an agreement was negotiated with the City of Portland to give consideration to channelization and signalization of McLoughlin Boulevard from the Ross Island Bridge south, of which the Holgate intersection was a part. This work was partially done but never completed because of lack of funds on the part of the City. Inquiry of Mr. Edwards office and Mr. Paxson indicated that the Highway Department was not aware of any work.

Later on Wednesday, February 8, Mr. Head talked with Mr. Fred Fowler and Mr. Don Bergstrom of the City of Portland, and neither of them were aware of any plans that had been submitted to the Department, but stated that they were concerned about the problem and that Mr. Bergstrom's office was preparing a plan which they would submit to us prior to March 1. After we have reviewed it, presuming the plan to be favorable, then ~~they~~ would submit a recommendation to Mr. Paxson to submit to the Commission looking to concurrence in the work to be accomplished.

This office will take no further action until a plan is received from the City of Portland.

J. Al. Head

J. Al. Head
Assistant Traffic Engineer

JAH:njc

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
A. E. Johnson
Lloyd Shaw

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

30-3418 Addition to Meacham Maintenance 1961
Bldg.
#5975

RECEIVED
FEB 13 1962
FOR FILING

5975

February 9, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5975, awarded to McCormack Const. Co., for construction of an addition to the Meacham Maintenance Building, Umatilla County.

This contract was completed on January 10, 1962, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $1,307.18 will be released to the contractor on or after February 16, 1962. The total contract amount is $12,375.00 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: McCormack Const. Co.,
SE 3rd & Goodwin
Pendleton
Oregon

RECEIVED
FORM E-123
OCT 5 1961
FOR FILING

5975

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 5, 1961

McCormack Const. Co.,
SE 3rd & Goodwin
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5975, awarded September 15, 1961, for construction of the Meacham Maintenance Building Addition, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 3 1961
FOR FILING

5975

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1961

SUBJECT: Commencement date for
Meacham Maintenance Bldg.
Contract No. 5975

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

McCormack Construction Company started work on the Meacham Maintenance Building Addition Project, Contract No. 5975, in Umatilla County on September 29, 1961.

Ivan D. Merchant
Bridge Engineer

CAG/dl

CC; Mr. Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD
dc

RECEIVED
JUN 23 1961
FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1961

SUBJECT: Meacham Maintenance Shed

To: P. M. Stephenson
Assistant Highway Engineer
BUILDING

Attached herewith is a sketch accompanied by a letter from C. D. Cannon, requesting an addition to the Maintenance Shed at Meacham consisting of three 14-foot stalls with a building depth of 40 feet. This additional four feet in depth is necessary to accomodate the equipment now being used in that section.

I recommend that plans be prepared for this addition and submitted for bids at the earliest possible date in order that the addition may be completed before snowfall this winter.

If you concur in the above recommendation, will you please request a preparation of plans by Mr. Schneider.

E F Chidsey
E. F. Chidsey
Assistant Maintenance Engineer

EFC:wg
encl.
cc: A. F. Parson
L. C. Smitton
Carl C. Schneider

RECEIVED
MAY 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

FORM [illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 9, 1961

SUBJECT: Meacham Maintenance Shed

To:

Mr. I. A. DeFrance
Maintenance Engineer
Salem

You will find attached a tracing, reflecting the suggested addition to the Meacham Maintenance shed - a budgeted item. Please note that this indicates a 40-feet depth, which is necessary to house our large truck-plow combination rigs. A width of 41'6" will allow room for three of our larger rigs, and we recommend the construction of the addition to the dimensions indicated.

If we do this addition, then it will be necessary to tear down and remove the old dormitory and the cold storage buildings. The dimensions and location of these two buildings are indicated on the sketch. It is estimated that it will take $300 to do this last work. A Betterment Work Order is attached.

A. F. Parson
Division Engineer

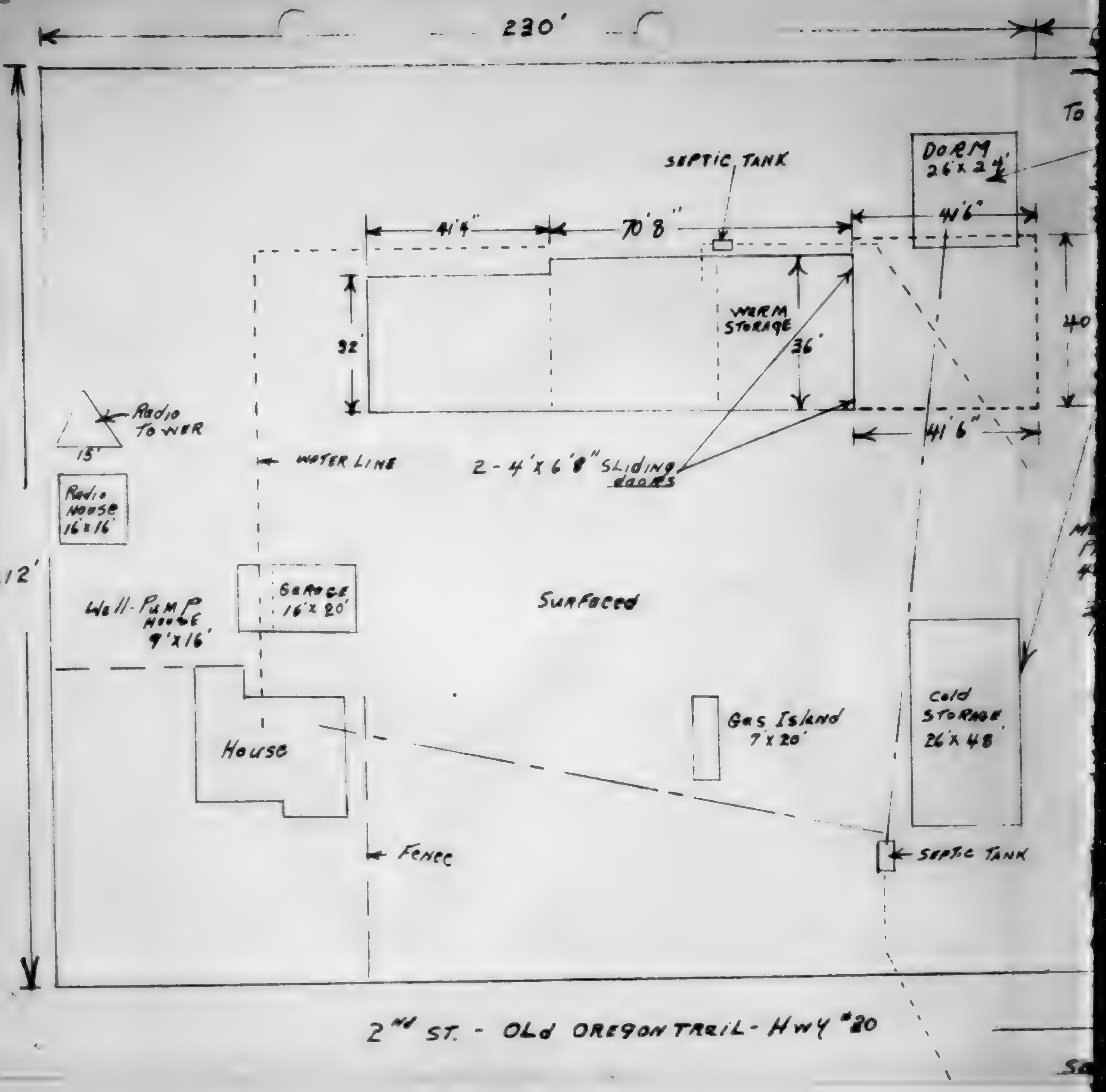
by C D Cannon

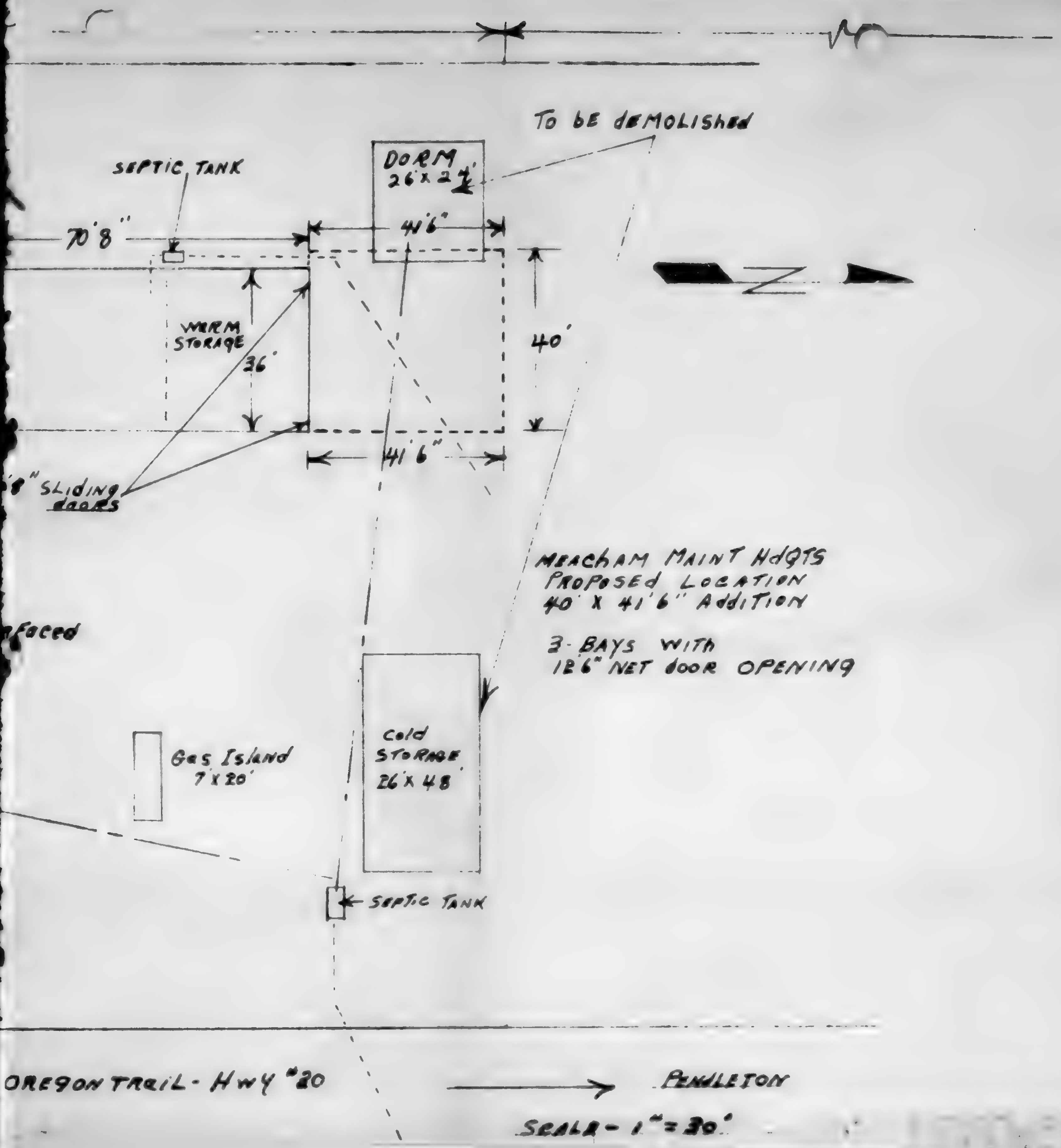
C. D. Cannon
Office Engineer

CDC:gb

cc K. M. Layton

NOTED
H. W. HUGHLETT


230'
To
DORM 26'x 24'
SEPTIC TANK
41'4"
70'8"
41'6"
32'
WORM STORAGE
36'
40
41'6"
Radio TOWER
15'
WATER LINE
2 - 4'x 6'8" SLiding doors
Radio House 16'x 16'
212'
Well-Pump House 9'x 16'
Garage 16'x 20'
Surfaced
Cold STORAGE 26'x 48'
House
Gas Island 7'x 20'
Fence
SEPTIC TANK
2nd ST. - OLd OREGON TRAIL - HWY #20


To be demolished
DORM
26'x24'
SEPTIC TANK
70'8"
41'6"
40'
WARM STORAGE
36'
41'6"
8" Sliding doors
MEACHAM MAINT HdQTS
PROPOSED LOCATION
40' x 41'6" Addition
3-BAYS WITH
12'6" NET door OPENING
faced
Gas Island
7'x20'
Cold
STORAGE
26'x48'
SEPTIC TANK
N
OREGON TRAIL - HWY #20
PENDLETON
SCALE - 1" = 30'

RECEIVED
MAR 3 1961
FOR FILING
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[illegible]

March 2, 1961

Oregon State Highway Commission

Gentlemen:

For some years, we have desired to increase the size of our maintenance station property at Meacham, Oregon. Attached is a map on which are indicated the properties it is desired to acquire.

Just recently, it was determined that the School District in Meacham was willing to dispose of Lots 5 to 8, inclusive, in Block 4, which are shown in blue on the attached map. On this property are four buildings—a frame school building 34' x 71', a frame gymnasium building 24' x 58', a frame garage 15' x 30', and a frame house 20' x 40'. The four lots and buildings can be obtained for $9,620. Telephonic approval was secured from you for the acquisition of this property.

We propose to convert the school building into a dormitory for unmarried men, and the space now occupied by a dormitory in our existing maintenance building will be converted into equipment storage.

On the attached map, shown in red, is 0.83 acre of land immediately adjacent to our present quarters which can be obtained for $630.

It is recommended that you confirm the telephonic approval given for the purchase of the School District property and approve the purchase of Lots 1 to 6, inclusive, in Block 1.

This matter will be on the agenda for the next meeting.

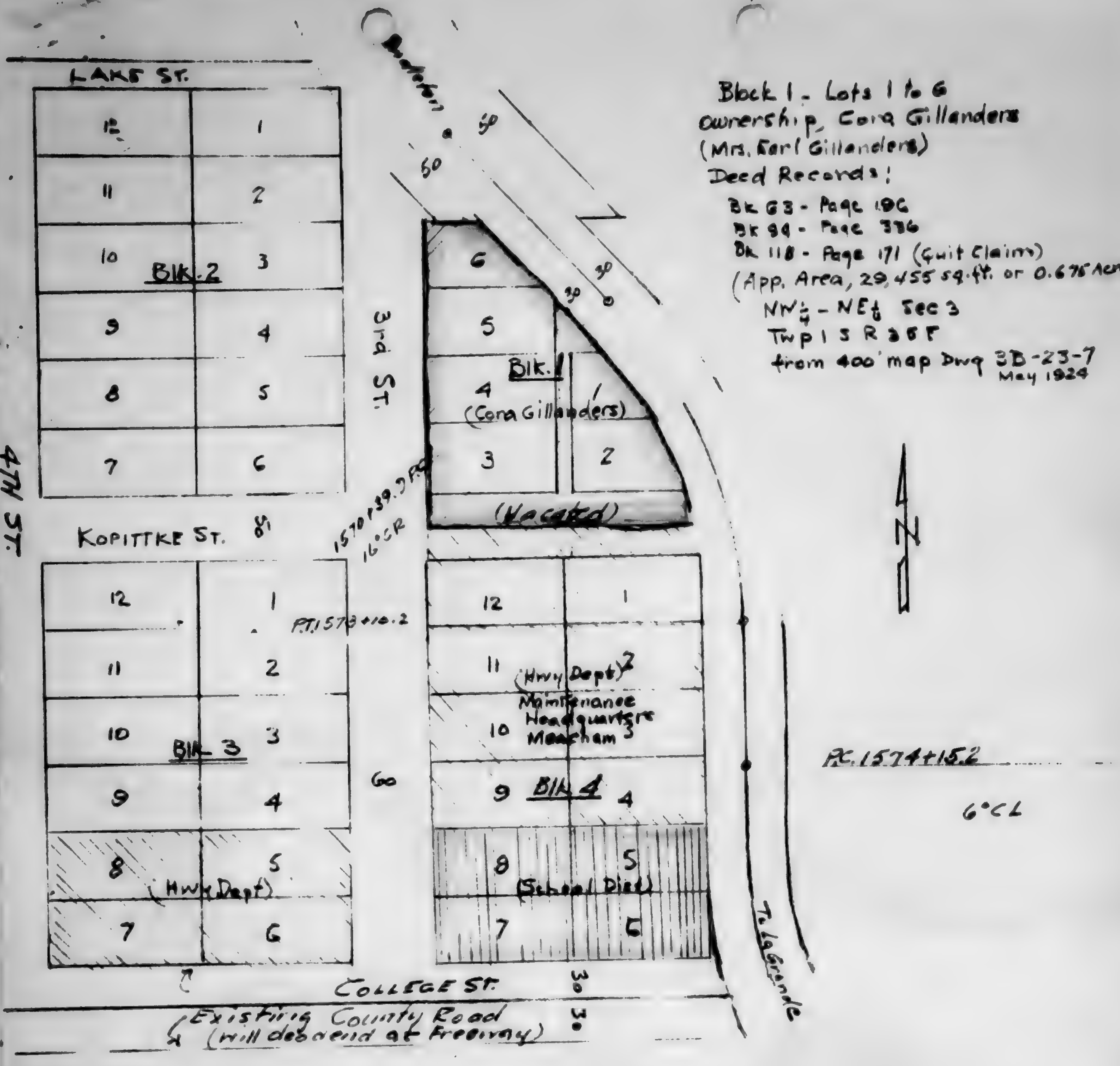
Very truly yours,

W. C. Williams
State Highway Engineer

PMS:er me

Enclosure

cc P. M. Stephenson
C. H. Maison


LAKE ST.
Boulevard
50
50
30
30
30
BLK. 2
12
1
11
2
10
3
9
4
8
5
7
6
3rd ST.
4TH ST.
KOPITTKE ST.
80
1570+39.9 PC
16°CR
Blk. 1
6
5
4
1
(Cora Gillanders)
3
2
(Vacated)
P.T. 1573+10.2
60
BLK 3
12
1
11
2
10
3
9
4
8
5
(Hwy Dept)
7
6
Blk 4
12
1
11
(Hwy Dept)
2
Maintenance
Headquarters
Meacham
10
3
9
4
8
5
(School Dist)
7
6
PC 1574+15.2
6° CL
N
To La Grande
COLLEGE ST.
30
30
Existing County Road
(will dead end at Freeway)

Block 1 - Lots 1 to 6
ownership, Cora Gillanders
(Mrs. Earl Gillanders)
Deed Records:
Bk 63 - Page 196
Bk 94 - Page 336
Bk 118 - Page 171 (Quit Claim)
(App. Area, 29,455 sq. ft. or 0.676 Acres)
NW¼ - NE¼ Sec 3
Twp 1 S R 35 E
from 400' map Dwg 3B-23-7
May 1924

Scale 1" = 100'

Sketch of Portion of
Townsite of Aetna (ETNA)
Old Oregon Trail Hwy
Umatilla County

L.E.S.
12/20/60

RECEIVED
MAR 3 1961
[illegible]

20-3418

5975

Salem, Oregon
March 2, 1961

Mr. Walter Wright
Right of Way Engineer

Attached is a map, correspondence, real estate option, and a final report on real property negotiations for the acquisition of the Gillanders' property in Meacham, Oregon.

The State Highway Commission is being asked for approval of this purchase at the March 10 meeting. As soon as this approval is received, will you kindly proceed with the acquisition of this property.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

FORM E-30 50M 2-60 21118

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1961

SUBJECT: Purchase of Gillanders
Property at Meacham

To: P. M. Stephenson
Assistant State Highway Engineer
BUILDING

I am enclosing herewith a final report and option under which we desire to purchase .83 acre adjacent to our maintenance property at Meacham, in the amount of $600 for the property, and $30 for removal of the sign on the property, making a total amount to be paid of $630.

I am also enclosing six sketches showing the property herein described and also showing the school property being purchased under another option adjacent to the south side of the present property. My recommendation is that the Highway Commission be requested to approve the purchase of each of the above tracts, however, prior approval has been secured for the school property.

E. F. Chidsey

E. F. Chidsey
Assistant Maintenance Engineer

EFC:wg
encl.

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FOR FILING

36-3418
[illegible]
5975

Salem, Oregon
February 6, 1961

Mr. Walter Wright
Right of Way Engineer
Office

Attached is a real estate option, a final report on real property negotiations, and correspondence in regard to the acquisition of property adjacent to our maintenance site at Meacham, Oregon.

This is property to be acquired from School District 16-C in Umatilla County.

The acquisition of this property has been approved. Will you kindly proceed with the completion of this purchase.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

RECEIVED
FEB [illegible] 1961
FORM E-30 50M 2-60 26118
FOR FIL

30-714

5775

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1961

SUBJECT: School Property Addition to Meacham Maintenance Station

To: P. M. Stephenson
Assistant State Highway Engineer
BUILDING

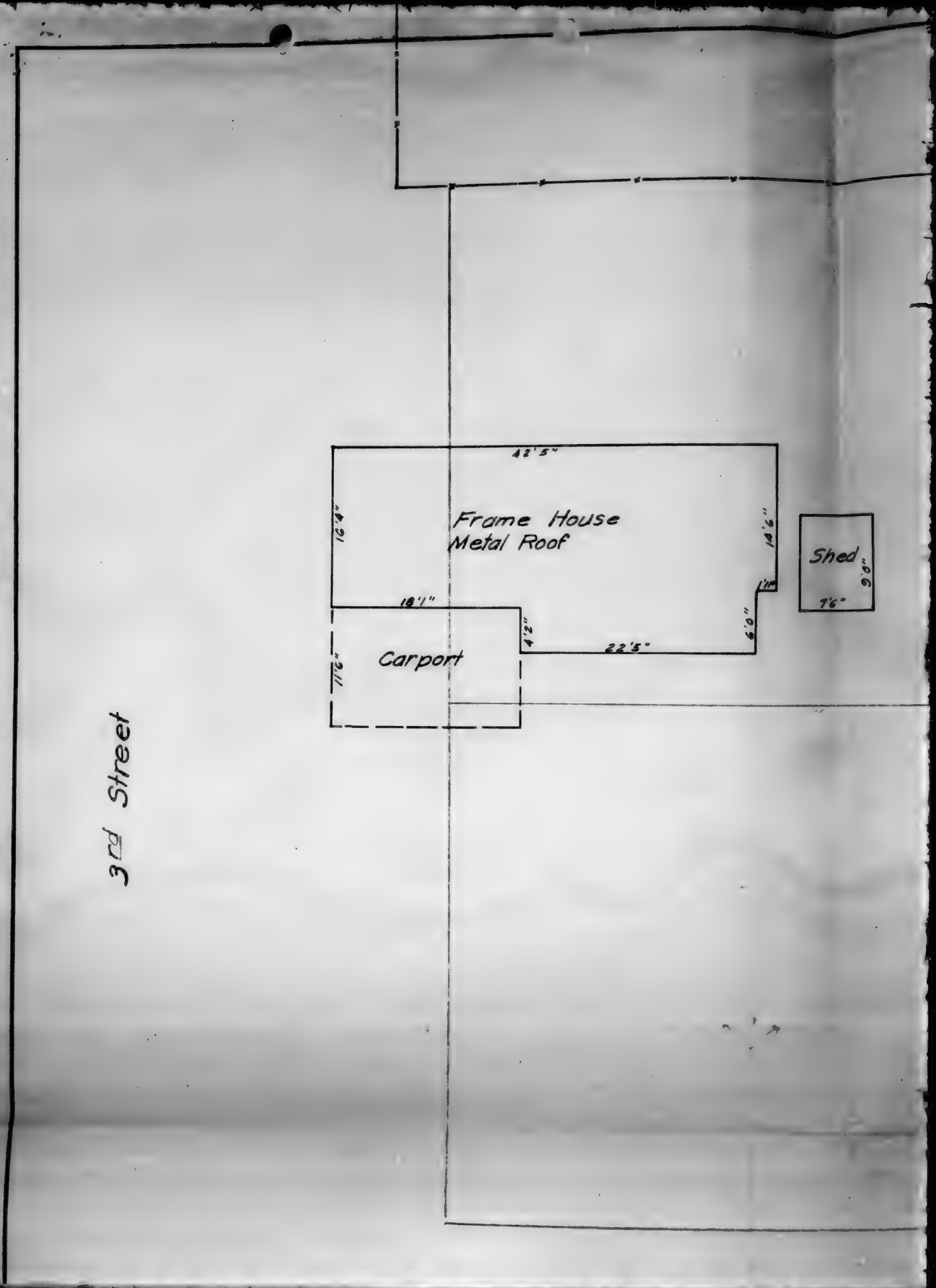
I am enclosing herewith an option in the amount of $9,620 to purchase the school property at Meacham. This property contains four lots and three major buildings consisting of a modern school house and gymnasium consisting of approximately 4,000 square feet, a 692 square foot dwelling, complete with well, pump house, septic tank, oil tank and even playground equipment.

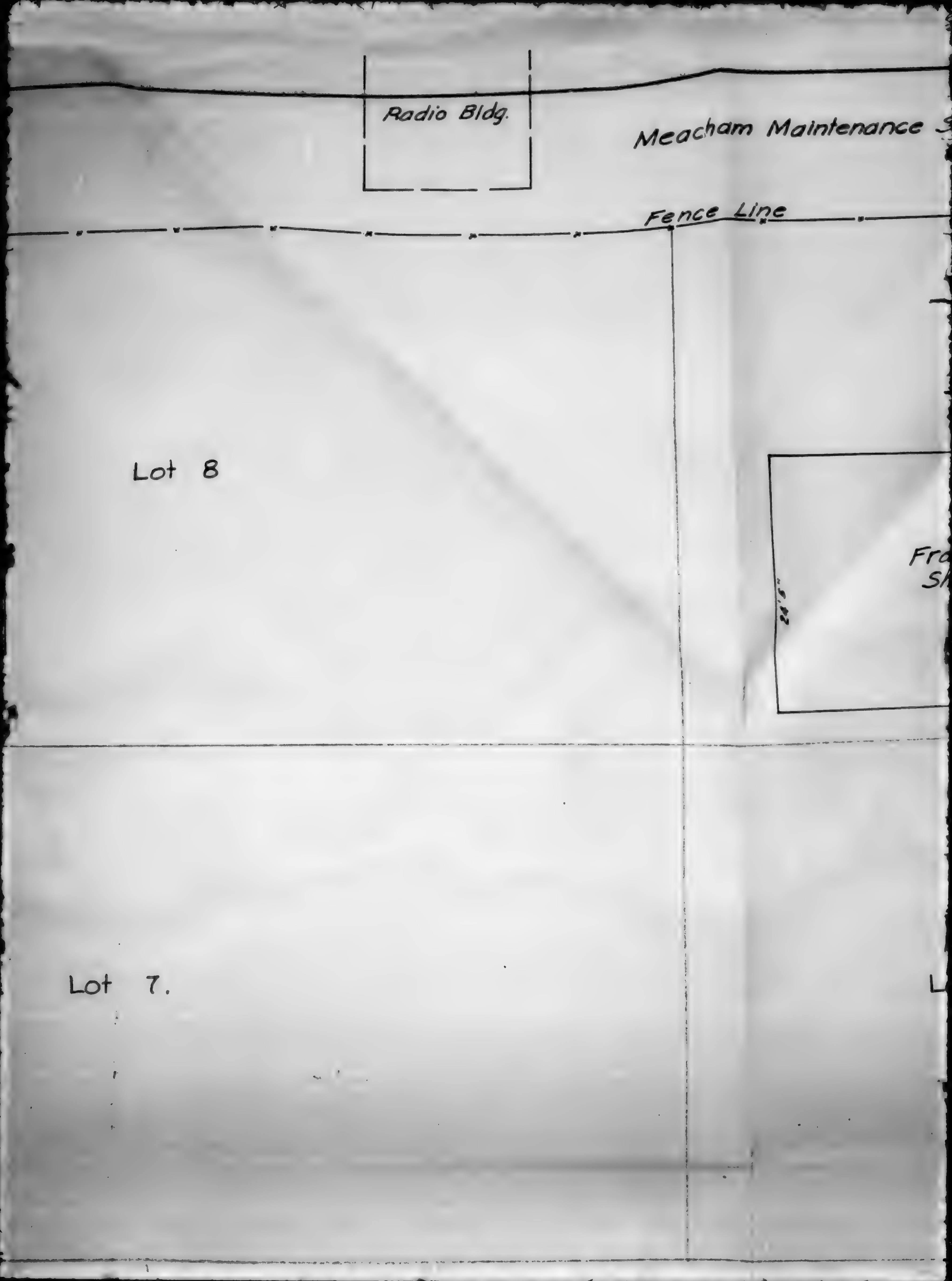
This property in an active community would probably carry a valuation of $30,000 and inasmuch as we need the additional area in connection with our maintenance expansion at Meacham, and can use the buildings for dormitories, apartments and storage space, we request permission to purchase the property under the terms of the option.

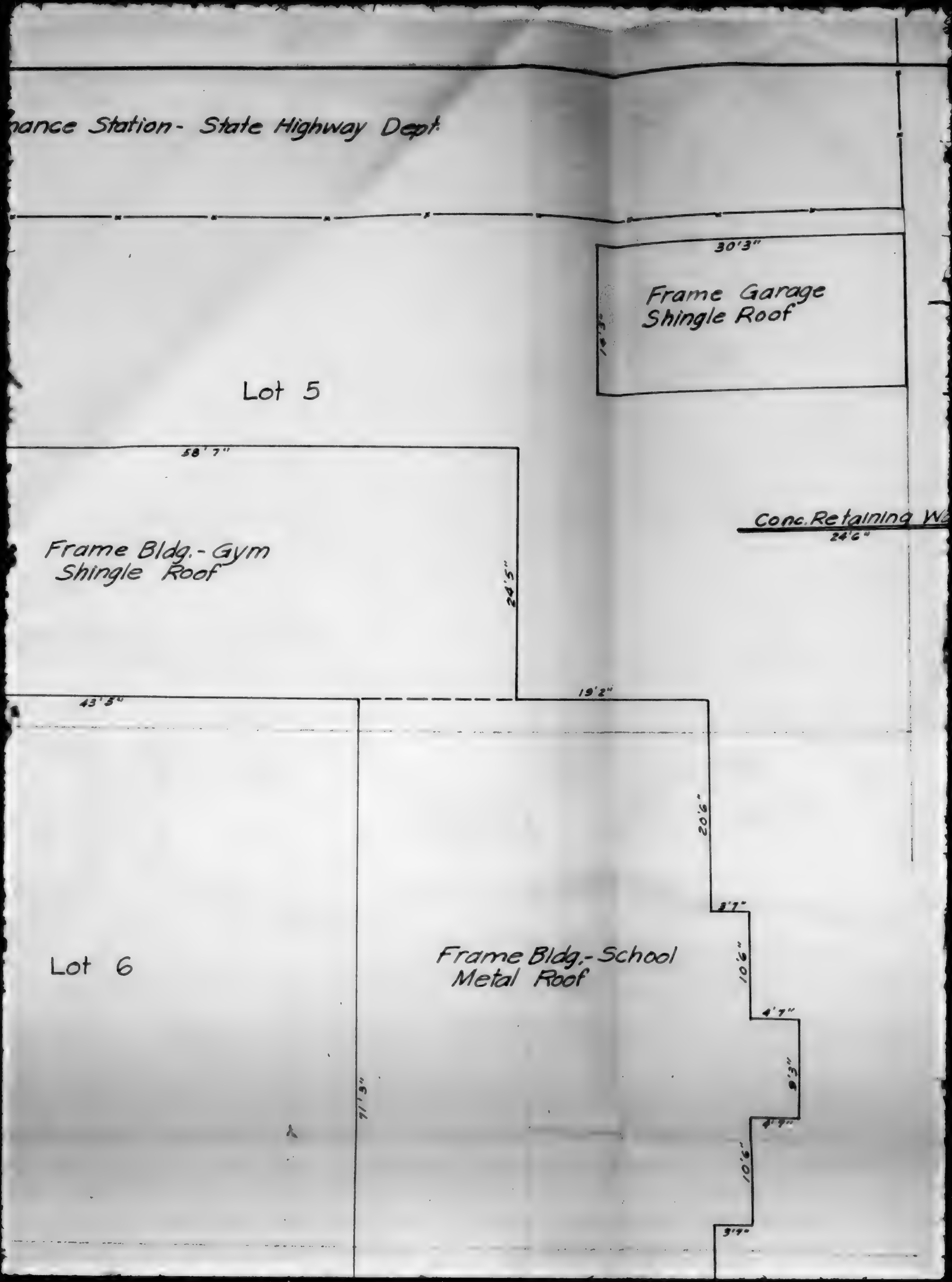
E. F. Chidsey
Assistant Maintenance Engineer

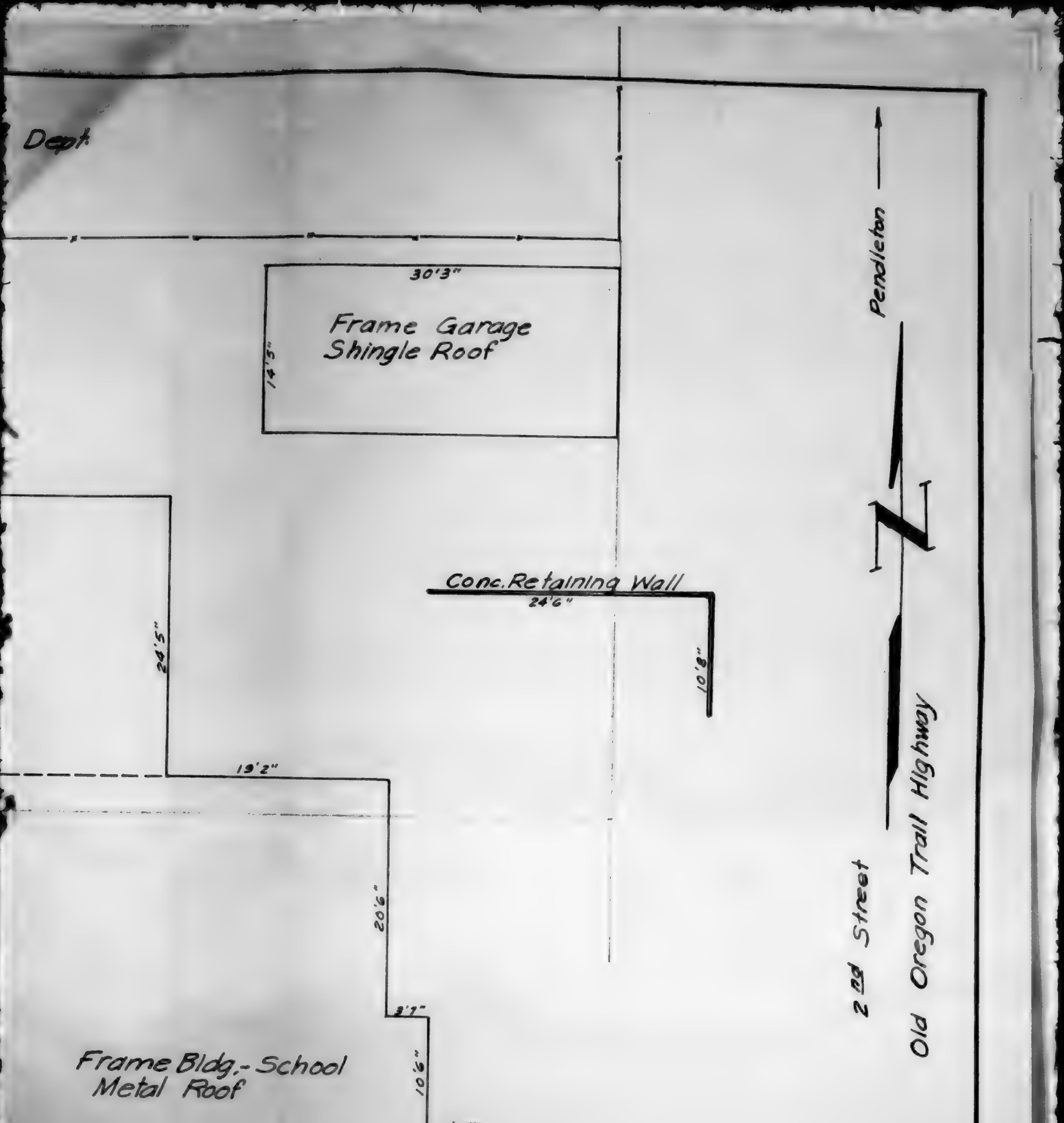
EFC:wg
encl.
cc: A. F. Parson
Walter Wright

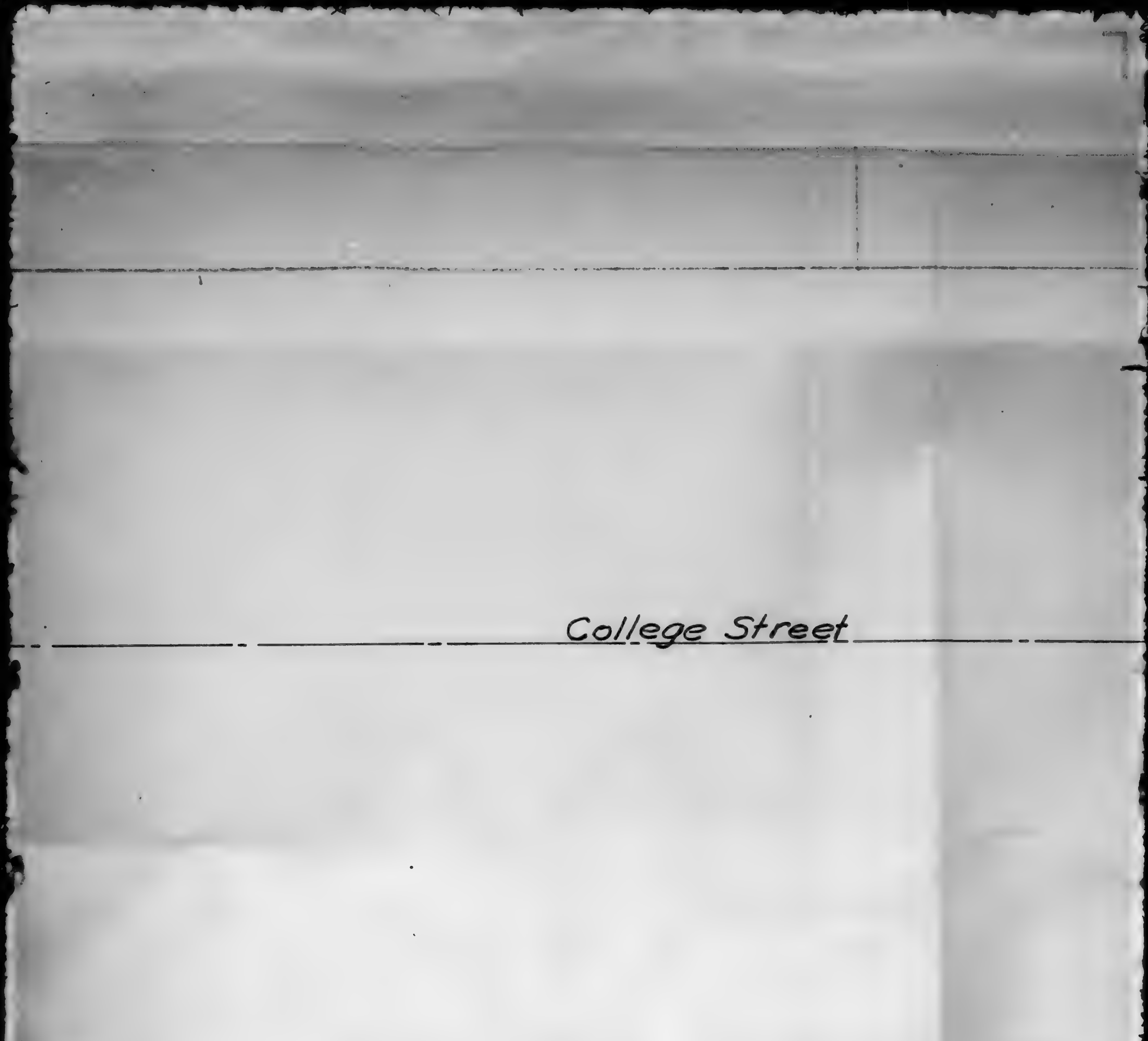
P.M.S. 2-6-61

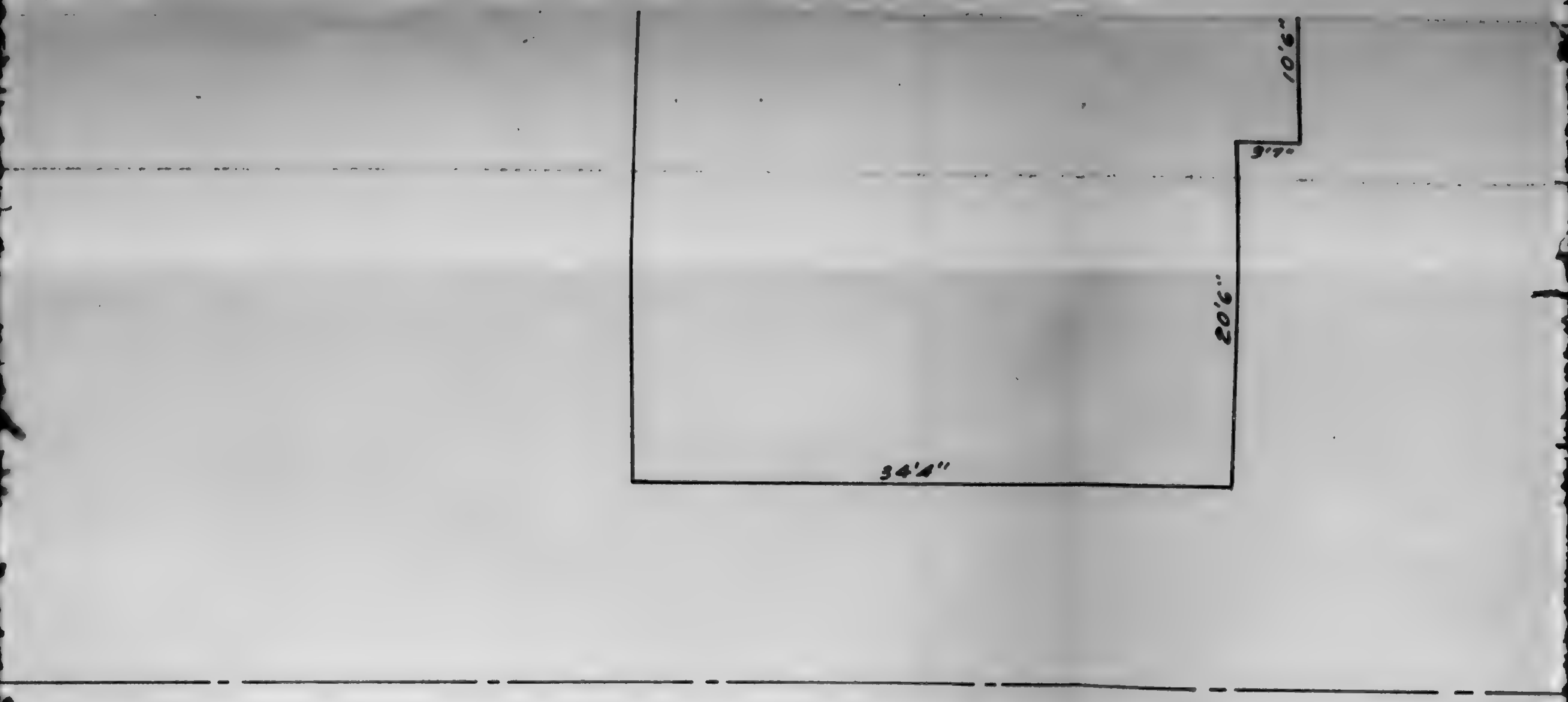

42'5"
16'4"
Frame House
Metal Roof
14'6"
Shed
9'0"
1'1"
7'6"
18'1"
4'2"
6'0"
22'5"
Carport
11'6"
3rd Street


Radio Bldg.
Meacham Maintenance S
Fence Line
Lot 8
Fra
Sh
24'6"
Lot 7.
L


nance Station- State Highway Dept.
30'3"
Frame Garage
Shingle Roof
14'3"
Lot 5
58'7"
Conc. Retaining Wa
24'6"
Frame Bldg.-Gym
Shingle Roof
24'5"
43'5"
19'2"
20'6"
3'7"
Frame Bldg.-School
Metal Roof
10'6"
Lot 6
4'7"
9'3"
71'3"
4'7"
10'6"
3'4"


Dept.
30'3"
Frame Garage
Shingle Roof
14'5"
Pendleton
Conc. Retaining Wall
24'6"
10'8"
24'5"
19'2"
20'6"
3'7"
10'6"
4'7"
9'3"
4'9"
10'6"
3'9"
Frame Bldg.- School
Metal Roof
2nd Street
Old Oregon Trail Highway


College Street


10'6"
3'7"
20'6"
34'4"

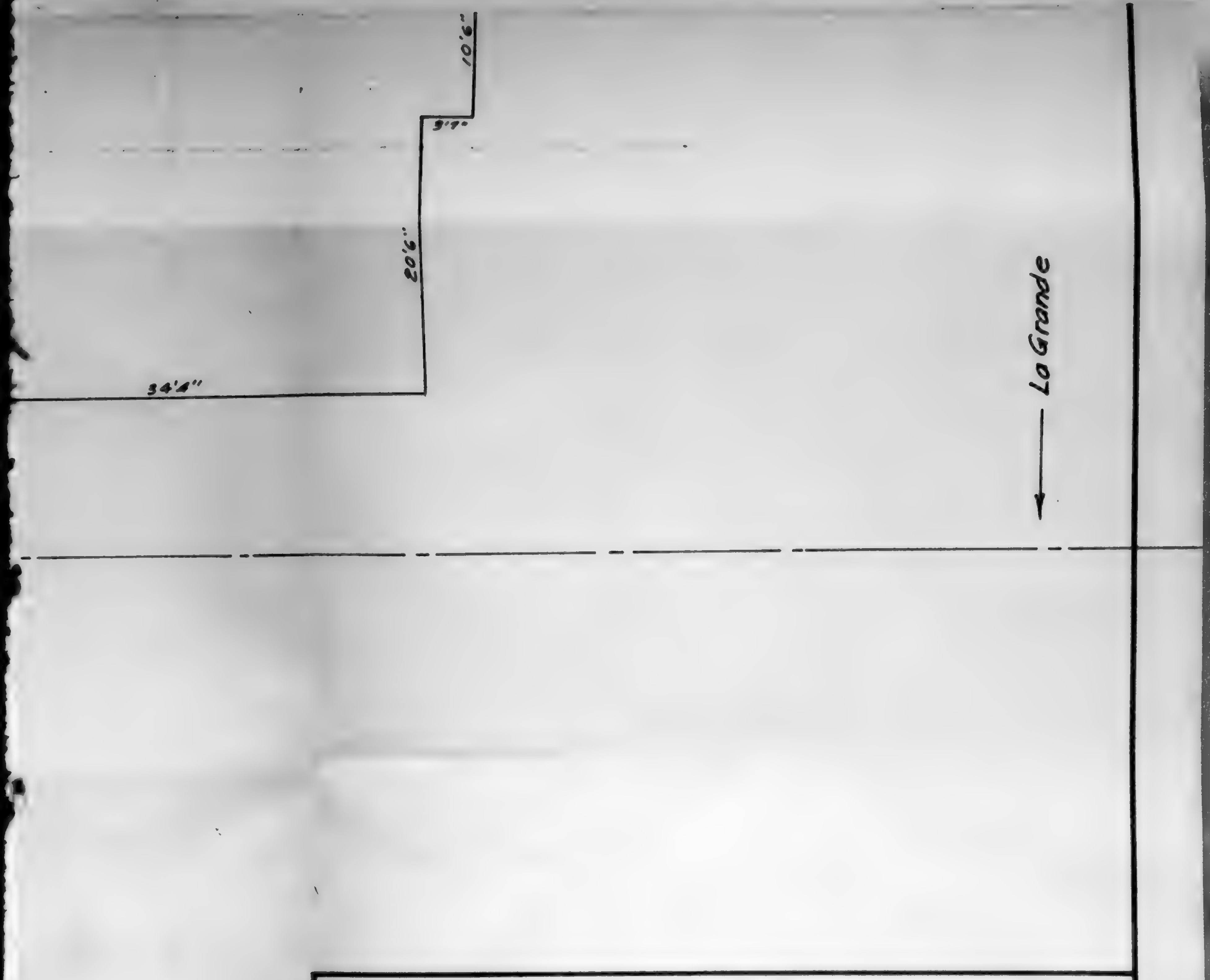
Oregon State High

Addit
to
Meacham Main

Umatilla County

Scale: 1 in. = 10 ft.

Lots 5, 6, 7 & 8 B
Town of


10'6"
3'9"
20'6"
34'4"
La Grande

Oregon State Highway Department

Addition
to
Meacham Maintenance Station

Umatilla County Etna, Oregon

Scale: 1 in. = 10 ft. Dec. 1960

Lots 5, 6, 7 & 8 Block 4, in the
Town of Etna

F-129(10) Garibaldi-Bay City Sec., 1962
Oregon Coast Hwy.
#5976 Folder #3

ECEIVED
SEP 29 1965
FOR F[illegible]

STATE COPY

PR-2A – U.S. DEPARTMENT OF COMME
BUREAU OF PUBLIC ROA

## MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-22-65

tate: **Oregon**

County: **Tillamook**

Project number: **F-129(10)**

Project report number: F-129 (10)

5976

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 15**, 19**62**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **732,638.46** |
| Revised Federal funds | $ **659,074.86** |
| Other revisions | |

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **22nd** day of **September**, 19 **65**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By W. Klabo

**Assistant State Highway Engineer**
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
(Division Engineer)

By L. R. Backlund
**L. R. Backlund, Administrative Mgr.**

USCOMM-DC 8120-P63

Contract No 5976 2-15-62

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>FEB 2 4 1984 | FC R-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | ATE<br>**Oregon** |
| PROJECT REPORT NO.<br>FOR FILING<br>F-129(8 10) | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>2-15-62 | COUNTY<br>**Tillamook** |
| | | PROJECT NO.<br>**F-129(10)** |

5976

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**US 101 Garibaldi to Bay City**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-22-61 | 1.7 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 715,369.00 | $ 450,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

Asst **State Highway Engineer**
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By **C. G. Polk**
(Division Engineer)

**By: R. C. Wright, Administrative Mgr.**

Date executed by Division Engineer **February 15, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement, signed by a Highway Official, for the Garibaldi-Bay City Section, Project No. F-129(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

January 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Garibaldi-Bay City Section, Project No. F-129(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMC:bb

Oregon State Highway Department

Federal Aid
Project No. F-129(10)

## GARIBALDI-BAY CITY SECTION OF THE

## OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 8, 1962

Type Code 0010
Roadway (Sta. 145+66.61 to Sta. 235+00)(Contract 5976)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (80%) | | $ 48,000.00 |
| Felling Danger Trees | 110 | sq.ft. | 5.00 | 550.00 |
| Drainage Excavation, Unclassified | 1,430 | cu.yds. | 4.50 | 6,435.00 |
| Embankment Foundation Excavation, Unclassified | 14,100 | cu.yds. | 2.00 | 28,200.00 |
| General Excavation, Unclassified | 573,900 | cu.yds. | 0.55 | 315,645.00 |
| Short Overhaul | 1,929,000 | yd.sta. | 0.015 | 28,935.00 |
| Long Overhaul | 33,800 | C-yd.sta. | 0.40 | 13,520.00 |
| Finishing Roadbed and Slopes | 1.73 | miles | 950.00 | 1,643.50 |
| Rounding Cutbanks | 3,250 | lin.ft. | 0.20 | 650.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 10 | lin.ft. | 3.00 | 30.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe | 170 | lin.ft. | 4.00 | 680.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe, 14 Gage | 28 | lin.ft. | 4.50 | 126.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 80 | lin.ft. | 5.50 | 440.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe, 12 Gage | 85 | lin.ft. | 7.75 | 658.75 |
| 24-inch Asbestos-Protected Corrugated Metal Pipe | 340 | lin.ft. | 8.00 | 2,720.00 |
| 36-inch Asbestos-Protected Corrugated Metal Pipe | 220 | lin.ft. | 15.00 | 3,300.00 |
| 42-inch Asbestos-Protected Corrugated Metal Pipe | 90 | lin.ft. | 17.75 | 1,597.50 |
| Extra for Pipe under Railroad | 18 | lin.ft. | 25.00 | 450.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 490 | lin.ft. | 2.25 | 1,102.50 |
| Special Backfill in Drains | 80 | cu.yds. | 6.50 | 520.00 |
| Class "A" Concrete in Box Culverts | 366 | cu.yds. | 80.00 | 29,280.00 |
| Metal Reinforcement in Box Culverts | 65,720 | lbs. | 0.14 | 9,200.80 |
| Concrete Manholes | 1 | only | 500.00 | 500.00 |
| Concrete Inlets, Type "D" | 3 | only | 150.00 | 450.00 |
| Metal Guard Rail | 60 | lin.ft. | 3.50 | 210.00 |
| Salvage and Reinstall Loading Platform | All | Required | | 2,500.00 |
| Stone Blanket | 3,710 | cu.yds. | 2.00 | 7,420.00 |
| Loose Riprap | 14,520 | cu.yds. | 3.50 | 50,820.00 |
| Coarse Crushed Material in Base | 780 | cu.yds. | 3.50 | 2,730.00 |
| 3/4" - 0 Material in Base | 50 | cu.yds. | 3.75 | 187.50 |
| Sprinkling | 1,284 | M-gal. | 2.50 | 3,210.00 |
| 6-inch Concrete Surfacing | 15 | sq.yds. | 15.00 | 225.00 |
| | | | | $561,936.55 |

| | | | |
|---|---|---|---|
| Flagging (97½% of Contractor's Cost) | All Required (80%) | | $ 4,000.00 |
| Signing (Temporary) | All Required (50%) | | 100.00 |
| Seeding and Mulching | All Required | | 1,450.00 |
| | | | $ 5,550.00 |

Utility Work

| | | |
|---|---|---|
| Work by Southern Pacific Co. | All Required | $ 8,231.00 |
| | Subtotal | $575,717.55 |
| | 10% Engr. & Cont. | 57,571.45 |
| | Total | $633,289.00 |

Type Code X121
S.P.R.R. O'Xing (Br. #8828)(Sta. 202+54 to Sta. 204+25)(Contract No. 5976)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 12,000.00 |
| Structural Excavation | 360 cu. yds. | $ 8.00 | 2,880.00 |
| Structural Excavation Below Elevation Shown | 15 cu. yds. | 20.00 | 300.00 |
| Furnish (10" BP 42#) Steel Piling | 180 lin. ft. | 5.00 | 900.00 |
| Drive Steel Piles | 4 only | 150.00 | 600.00 |
| Splice Steel Piles | 2 only | 100.00 | 200.00 |
| Class "A" Concrete (413.5 cu.yds.) | All Required | | 38,000.00 |
| Metal Reinforcement (112,400 lbs.) | All Required | | 14,600.00 |
| 8-inch Metal Drain Pipe | 100 lin. ft. | 4.00 | 400.00 |
| | | | $ 69,880.00 |

| | | |
|---|---|---|
| Work by Western Union Telegraph Co. | All Required | $ 2,600.00 |
| Work by Southern Pacific Co. | All Required | 2,139.00 |
| | | $ 4,739.00 |
| | Subtotal | $ 74,619.00 |
| | 10% Engr. & Cont. | 7,461.00 |
| | Total | $ 82,080.00 |

Length of Roadway . . . . . . . . 1.658 Miles
Length of 1 Structure . . . . . 0.034 Mile
Total Length . . . . . . . . . . 1.692 Miles
Cost of Roadway Per Mile. . . . $381,959.58

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $633,289.00 | $399,000.00 | $234,289.00 |
| Structure | 82,080.00 | 51,000.00 | 31,080.00 |
| | $715,369.00 | $450,000.00 | $265,369.00 |

# GARIBALDI-BAY CITY SECTION

## PROJECT NO. F-129(10)

### Estimated costs of work by Western Union Telegraph Co.

| | |
|---|---|
| Labor | $2,049.00 |
| Material | 242.00 |
| Equipment | 285.00 |
| Freight Charges | 66.00 |
| Contingencies | 25.00 |
| Salvage Credit | 31.00 Cr. |
| | $2,636.00 |
| USE | $2,600.00 |

### Estimated cost of work by Southern Pacific Company.

### AGREEMENT FILE NO. 32233 (STRUCTURE) AUGUST 11, 1961

| | |
|---|---|
| Install Telltales | $ 960.00 |
| Equipment Rental | 28.00 |
| Freight | 6.00 |
| Material Handling | 11.00 |
| Contingencies | 873.00 |
| Accounting and Billing | 416.00 |
| Salvage Credit | 155.00 Cr. |
| | $2,139.00 |

## AGREEMENT NO. 32233 NOVEMBER 15, 1961

| | Total | F-129(10) | S-478(1) |
|---|---|---|---|
| Track Work | $ 4,684.00 | $4,684.00 | $ |
| Signals | 6,780.00 | | 6,780.00 |
| Drainage Facilities | 336.00 | 336.00 | |
| Equipment Rental | 201.00 | 101.00 | 100.00 |
| Freight | 882.00 | 500.00 | 382.00 |
| Material Handling | 390.00 | 200.00 | 190.00 |
| Vacation Allowance | 800.00 | 128.00 | 72.00 |
| Holiday Pay | 320.00 | 51.20 | 28.80 |
| Health and Welfare | 763.00 | 122.08 | 68.67 |
| RR Ret. and Unemploy. Taxes | 1,751.00 | 280.16 | 157.59 |
| Comp. P.L. & P.D. Insurance | 670.00 | 107.20 | 60.30 |
| Acct. and Billing | 1,419.00 | 312.46 | 376.29 |
| Contingencies | 3,094.00 | 2,094.00 | 1,000.00 |
| Salvage Credit | 685.00 Cr. | 685.00 Cr. | |
| | $21,405.00 | $8,231.10 | $9,215.65 |

**Note:** The incidental charges above were based on the following labor cost assumption:

Labor Cost

| | |
|---|---|
| Preliminary Engineering | $ 1,600.00 |
| Engineering and Inspection | 6,400.00 |
| Flagging | 4,000.00 |
| Signal Work | 1,500.00 |
| Track and Drainage Facilities | 2,500.00 |
| Total Labor Cost | $16,000.00 |

Accounting and billing estimated at 4.8% estimated direct costs.

F-129(10)

| | |
|---|---|
| Structure Agreement, August 11, 1961 | $ 2,139.00 |
| Road Agreement, November 15, 1961 | 8,231.10 |
| Total | $10,370.10 |

Oregon State Highway Department

Federal Aid
Project No. F-129(10)

## GARIBALDI-BAY CITY SECTION OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 24, 1961

Type Code 0010
Roadway (Sta. 145+66.61 to Sta. 235+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (80%) | | $ 40,000.00 |
| Felling Danger Trees | 110 | sq.ft. | $5.00 | 550.00 |
| Drainage Excavation, Unclassified | 1,430 | cu.yd. | 4.50 | 6,435.00 |
| Embankment Foundation Excavation, Unclassified | 14,100 | cu.yd. | 0.58 | 8,178.00 |
| General Excavation, Unclassified | 573,900 | cu.yd. | 0.58 | 332,862.00 |
| Short Overhaul | 1,929,000 | yd.sta. | 0.01 | 19,290.00 |
| Long Overhaul | 33,800 | C-yd.sta. | 0.35 | 11,830.00 |
| Finishing Roadbed and Slopes | 1.73 | mile | 1,000.00 | 1,730.00 |
| Rounding Cutbanks | 3,250 | lin.ft. | 0.20 | 650.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 10 | lin.ft. | 3.00 | 30.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe | 170 | lin.ft. | 4.50 | 765.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe, 14 Gage | 28 | lin.ft. | 5.00 | 140.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 80 | lin.ft. | 6.50 | 520.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe, 12 Gage | 85 | lin.ft. | 7.00 | 595.00 |
| 24-inch Asbestos-Protected Corrugated Metal Pipe | 340 | lin.ft. | 9.00 | 3,060.00 |
| 36-inch Asbestos-Protected Corrugated Metal Pipe | 220 | lin.ft. | 17.50 | 3,850.00 |
| 42-inch Asbestos-Protected Corrugated Metal Pipe | 90 | lin.ft. | 22.00 | 1,980.00 |
| Extra for Pipe Under Railroad | 18 | lin.ft. | 3.00 | 54.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 490 | lin.ft. | 2.50 | 1,225.00 |
| Special Backfill in Drains | 80 | cu.yd. | 6.00 | 480.00 |
| Class "A" Concrete in Box Culverts | 366 | cu.yd. | 65.00 | 23,790.00 |
| Metal Reinforcement in Box Culverts | 65,720 | lb. | 0.15 | 9,858.00 |
| Concrete Manholes | 1 | only | 350.00 | 350.00 |
| Concrete Inlets, Type "D" | 3 | only | 100.00 | 300.00 |
| Metal Guard Rail | 60 | lin.ft. | 3.00 | 180.00 |
| Salvage and Reinstall Loading Platform | All | Required | | 1,000.00 |

| | | | |
|---|---|---|---|
| Stone Blanket | 3,710 cu.yd. | $5.00 | $ 18,550.00 |
| Loose Riprap | 14,520 cu.yd. | 5.00 | 72,600.00 |
| Coarse Crushed Material in Base | 780 cu.yd. | 5.00 | 3,900.00 |
| 3/4" - 0 Material in Base | 50 cu.yd. | 6.00 | 300.00 |
| Sprinkling | 1,284 M-gal. | 3.00 | 3,852.00 |
| 6-inch Concrete Surfacing | 15 sq.yd. | 5.00 | 75.00 |
| | | | $568,979.00 |
| Flagging (57½% of Contractor's Cost) | All Required (80%) | | 4,000.00 |
| Signing (Temporary) | All Required (50%) | | 100.00 |
| Seeding and Mulching | All Required | | 1,450.00 |
| | | | $ 5,550.00 |

Utility Work

| | | |
|---|---|---|
| Work by Bay City Water Dept. | All Required | 200.00 |
| | Subtotal | $574,729.00 |
| | 10% Engr. & Cont. | 57,472.00 |
| | Total | $632,201.00 |

Type Code X121
SPRR O'xing (Br. #8828)(Sta. 202+54 to Sta. 204+35)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | $ | $ 10,000.00 |
| Structural Excavation | 360 cu.yd. | 5.00 | 1,800.00 |
| Structural Excavation Below Elevation Shown | 15 cu.yd. | 10.00 | 150.00 |
| Furnish (10" BP 42#) Steel Piling | 180 lin.ft. | 5.50 | 990.00 |
| Drive Steel Piles | 4 only | 200.00 | 800.00 |
| Splice Steel Piles | 2 only | 50.00 | 100.00 |
| Class "A" Concrete (412 cu.yd. at $70.00) | All Required | | 28,840.00 |
| Metal Reinforcement (111,000 lb. at $0.13) | All Required | | 14,430.00 |
| 8-inch Metal Drain Pipe | 100 lin.ft. | 4.00 | 400.00 |
| | | | $ 57,510.00 |
| Work by Western Union Telegraph Co. | All Required | | 2,600.00 |
| Work by SPRR Co. | All Required | | 12,000.00 |
| | | | $ 14,600.00 |
| | Subtotal | | $ 72,110.00 |
| | 10% Engr. & Cont. | | 7,211.00 |
| | Total | | $ 79,321.00 |

Length of Roadway - - - - - - - 1.658 Miles
Length of 1 Structure - - - - - 0.034 Mile
Total Length- - - - - - - - - - 1.692 Miles
Cost of Roadway Per Mile- - - - $381,303.37

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $632,201.00 | $398,000.00 | $234,201.00 |
| Structure | 79,321.00 | 49,000.00 | 30,321.00 |
| | $711,522.00 | $447,000.00 | $264,522.00 |

## GARIBALDI-BAY CITY SECTION

## PROJECT NO. F-129(10)

**Estimated costs of work by Western Union Telegraph Co.**

| | | |
|---|---|---|
| Labor | $2,049.00 | |
| Material | 242.00 | |
| Equipment | 285.00 | |
| Freight Charges | 66.00 | |
| Contingencies | 25.00 | |
| Salvage Credit | 31.00 | Cr. |
| | $2,636.00 | |
| USE | $2,600.00 | |

Federal Aid
Oregon State Highway Department Project No. F-129(10)

## GARIBALDI-BAY CITY SECTION OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 14, 1961

Type Code 0010
Roadway (Sta. 145+66.61 to Sta. 235+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (80%) | | $ 40,000.00 |
| Felling Danger Trees | 110 | sq.ft. | $5.00 | 550.00 |
| Drainage Excavation, Unclassified | 1,430 | cu.yd. | 4.50 | 6,435.00 |
| Embankment Foundation Excavation, Unclassified | 14,100 | cu.yd. | 0.58 | 8,178.00 |
| General Excavation, Unclassified | 573,900 | cu.yd. | 0.58 | 332,862.00 |
| Short Overhaul | 1,929,000 | yd.sta. | 0.01 | 19,290.00 |
| Long Overhaul | 33,800 | C-yd.sta. | 0.35 | 11,830.00 |
| Finishing Roadbed and Slopes | 1.73 | mile | 1000.00 | 1,730.00 |
| Rounding Cutbanks | 3,250 | lin.ft. | 0.20 | 650.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 10 | lin.ft. | 3.00 | 30.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe | 170 | lin.ft. | 4.50 | 765.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe, 14 Gage | 28 | lin.ft. | 5.00 | 140.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 80 | lin.ft. | 6.50 | 520.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe, 12 Gage | 85 | lin.ft. | 7.00 | 595.00 |
| 24-inch Asbestos-Protected Corrugated Metal Pipe | 340 | lin.ft. | 9.00 | 3,060.00 |
| 36-inch Asbestos-Protected Corrugated Metal Pipe | 220 | lin.ft. | 17.50 | 3,850.00 |
| 42-inch Asbestos-Protected Corrugated Metal Pipe | 90 | lin.ft. | 22.00 | 1,980.00 |
| Extra for Pipe Under Railroad | 18 | lin.ft. | 3.00 | 54.00 |
| 8-inch Perforated Rigid-Type Drain Pipe | 490 | lin.ft. | 2.50 | 1,225.00 |
| Special Backfill in Drains | 80 | cu.yd. | 6.00 | 480.00 |
| Class "A" Concrete in Box Culverts | 366 | cu.yd. | 65.00 | 23,790.00 |
| Metal Reinforcement in Box Culverts | 65,720 | lb. | 0.15 | 9,858.00 |
| Concrete Manholes | 1 | only | 350.00 | 350.00 |
| Concrete Inlets, Type "D" | 3 | only | 100.00 | 300.00 |
| Metal Guard Rail | 60 | lin.ft. | 3.00 | 180.00 |
| Salvage and Reinstall Loading Platform | All | Required | | 1,000.00 |
| Stone Blanket | 3,710 | cu.yd. | 5.00 | 18,550.00 |
| Loose Riprap | 14,520 | cu.yd. | 5.00 | 72,600.00 |

| | | | |
|---|---|---|---|
| Coarse Crushed Material in Base | 780 cu.yd. | $5.00 | $ 3,900.00 |
| 3/4" - 0 Material in Base | 50 cu.yd. | 6.00 | 300.00 |
| Sprinkling | 1,284 M-gal. | 3.00 | 3,852.00 |
| 6-inch Concrete Surfacing | 15 sq.yd. | 5.00 | 75.00 |
| | | | $568,979.00 |
| Flagging (57½% of Contractor's Cost) | All Required | (80%) | 4,000.00 |
| Signing (Temporary) | All Required | (50%) | 100.00 |
| Seeding and Mulching | All Required | | 1,450.00 |
| | | | $ 5,550.00 |
| Utility Work | | | |
| Work by Bay City Water Department | All Required | | 200.00 |
| | Subtotal | | $574,729.00 |
| | 10% Engr. & Cont. | | 57,472.00 |
| | Total | | $632,201.00 |

Type Code X121
SPRR O'xing (Br. #8828)(Sta. 202+54 to Sta. 204+35)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | $ | $ 10,000.00 |
| Structural Excavation | 360 cu.yd. | 5.00 | 1,800.00 |
| Structural Excavation Below Elevation Shown | 15 cu.yd. | 10.00 | 150.00 |
| Furnish (10" BP 42#) Steel Piling | 180 lin.ft. | 5.50 | 990.00 |
| Drive Steel Piles | 4 only | 200.00 | 800.00 |
| Splice Steel Piles | 2 only | 50.00 | 100.00 |
| Class "A" Concrete (413.5 cu.yd. at $70.00) | All Required | | 28,945.00 |
| Metal Reinforcement (112,400 lb. at $0.13) | All Required | | 14,612.00 |
| 8-inch Metal Drain Pipe | 100 lin.ft. | 4.00 | 400.00 |
| | | | $ 57,797.00 |
| Work by Western Union Telegraph Co. | All Required | | 2,600.00 |
| Work by SPRR Co. | All Required | | 12,000.00 |
| | | | $ 14,600.00 |
| | Subtotal | | $ 72,397.00 |
| | 10% Engr. & Cont. | | 7,239.00 |
| | Total | | $ 79,636.00 |

| | |
|---|---|
| Length of Roadway - - - - - - - - | 1.658 Miles |
| Length of 1 Structure - - - - - - | 0.034 Mile |
| Total Length- - - - - - - - - - - | 1.692 Miles |
| Cost of Roadway Per Mile- - - - | $381,303.37 |

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $632,201.00 | $398,000.00 | $234,201.00 |
| Structure | 79,636.00 | 49,000.00 | 30,636.00 |
| | $711,837.00 | $447,000.00 | $264,837.00 |

## GARIBALDI-BAY CITY SECTION

## PROJECT NO. F-129(10)

Estimated costs of work by Western Union Telegraph Co.

| | | |
|---|---|---|
| Labor | $2,049.00 | |
| Material | 242.00 | |
| Equipment | 285.00 | |
| Freight Charges | 66.00 | |
| Contingencies | 25.00 | |
| Salvage Credit | 31.00 | Cr. |
| | $2,636.00 | |
| USE | $2,600.00 | |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required (80%) | | $ 4,000.00 |
| Signing (Temporary) | All Required (50%) | | 100.00 |
| Seeding and Mulching | All Required | | 1,450.00 |
| | | | $ 5,550.00 |
| **Utility Work** | | | |
| Work by Southern Pacific Co. | | | $ 8,231.00 |
| Work by Bay City Water Dept. | All Required | | 200.00 |
| | | | $ 8,431.00 |
| | Subtotal | | $575,917.55 |
| | 10% Engr. & Cont. | | 57,591.45 |
| | Total | | $633,509.00 |

**Type Code X121**
**S.P.R.R. O'xing (Br. #8828)(Sta. 202+54 to Sta. 204+35)(Contract No. 5976)**

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 12,000.00 |
| Structural Excavation | 360 cu.yds. | $8.00 | 2,880.00 |
| Structural Excavation Below Elevation Shown | 15 cu.yds. | 20.00 | 300.00 |
| Furnish (10" BP 42#) Steel Piling | 180 lin.ft. | 5.00 | 900.00 |
| Drive Steel Piles | 4 only | 150.00 | 600.00 |
| Splice Steel Piles | 2 only | 100.00 | 200.00 |
| Class "A" Concrete (413.5 cu.yds.) | All Required | | 38,000.00 |
| Metal Reinforcement (112,400 lbs.) | All Required | | 14,600.00 |
| 8-inch Metal Drain Pipe | 100 lin.ft. | 4.00 | 400.00 |
| | | | $ 69,880.00 |
| Work by Western Union Telegraph Co. | All Required | | $ 2,600.00 |
| Work by Southern Pacific Co. | All Required | | 2,139.00 |
| | | | $ 4,739.00 |
| | Subtotal | | $ 74,619.00 |
| | 10% Engr. & Cont. | | 7,461.00 |
| | Total | | $ 82,080.00 |

Length of Roadway - - - - - - - - - 1.658 Miles
Length of 1 Structure - - - - - - - 0.034 Mile
Total Length- - - - - - - - - - - - 1.692 Miles
Cost of Roadway Per Mile- - - - - $382,092.27

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | $633,509.00 | $399,000.00 | $234,509.00 |
| Structure | 82,080.00 | 51,000.00 | 31,080.00 |
| | $715,589.00 | $450,000.00 | $265,589.00 |

| | | | |
|---|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required (80%) | | $ 4,000.00 |
| Signing (Temporary) | All Required (50%) | | 100.00 |
| Seeding and Mulching | All Required | | 1,450.00 |
| | | | $ 5,550.00 |

| | | |
|---|---|---|
| Utility Work | | |
| Work by Southern Pacific Co. | | $ 8,231.00 |
| ~~Work by [illegible]~~ | All Required | ~~[illegible]~~ |
| | | ~~$ [illegible].00~~ |
| | Subtotal | ~~$575,919.55~~ 575,717.55 |
| | 10% Engr. & Cont. | ~~57,591.45~~ 57,571.45 |
| | Total | ~~$633,509.00~~ 633,289.00 |

Type Code X121
S.P.R.R. O'xing (Br. #8828)(Sta. 202+54 to Sta. 204+35)(Contract No. 5976)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 12,000.00 |
| Structural Excavation | 360 cu.yds. | $8.00 | 2,880.00 |
| Structural Excavation Below Elevation Shown | 15 cu.yds. | 20.00 | 300.00 |
| Furnish (10" BP 42#) Steel Piling | 180 lin.ft. | 5.00 | 900.00 |
| Drive Steel Piles | 4 only | 150.00 | 600.00 |
| Splice Steel Piles | 2 only | 100.00 | 200.00 |
| Class "A" Concrete (413.5 cu.yds.) | All Required | | 38,000.00 |
| Metal Reinforcement (112,400 lbs.) | All Required | | 14,600.00 |
| 8-inch Metal Drain Pipe | 100 lin.ft. | 4.00 | 400.00 |
| | | | $ 69,880.00 |

| | | |
|---|---|---|
| Work by Western Union Telegraph Co. | All Required | $ 2,600.00 |
| Work by Southern Pacific Co. | All Required | 2,139.00 |
| | | $ 4,739.00 |
| | Subtotal | $ 74,619.00 |
| | 10% Engr. & Cont. | 7,461.00 |
| | Total | $ 82,080.00 |

Length of Roadway - - - - - - - - - 1.658 Miles
Length of 1 Structure - - - - - - - 0.034 Mile
Total Length- - - - - - - - - - - - 1.692 Miles
Cost of Roadway Per Mile- - - - - ~~$382,092.87~~ 381,959.58

SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Roadway | ~~$633,509.00~~ 633,289.00 | $399,000.00 | ~~$234,509.00~~ 234,289.00 |
| Structure | 82,080.00 | 51,000.00 | 31,080.00 |
| | ~~$715,589.00~~ 715,369.00 | $450,000.00 | ~~$265,589.00~~ 265,369.00 |

RECEIVED
FEB 13 1964
FILING

February 11, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Seaboard Surety Co.,
Hanson & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

On August 15, 1963, we wrote to you concerning release of final payment on contract #5976, awarded to Fred H. Slate Co., & E. C. Hall Co., for grading-structure on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $22,925.00 and the total contract amount is $776,183.39, including $7,069.77 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

cc: Fred H. Slate Co., &
E. C. Hall Co.,
11655 SW Barbur Blvd.,
Portland 23, Oregon

cc: C. H. Nelson
Attn.: John Herr

RECEIVED
DEC 6 - 1963

FOR FILING

F-129(10)

5976

December 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the Garibaldi-Bay City Section of the Oregon Coast Highway, Contract No. 5976, Project No. F-129(10) and S-478(1) in Tillamook County, was completed October 18, 1963.

This work was authorized by Order for State Work No. 8 dated August 23, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: J. W. [illegible]

[illegible]:cr

Form E-1—(Rev.)—

F-129(11)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 27, 1963

Section Garibaldi- Bay City

Highway Oregon Coast County Tillamook

Contractor Fred H. Slate Co. & E.C. Hall Co.

Date of contract September 15, 1961

Date work started September 25, 1961

Project authorization $ 892,242

Exclusive of engineering $ 828,794

Kind of work Grading & Structure

Section prefix 29-1074

Contract number 5976

Specified work days 140

Work days used 122

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering $ 833,575

Estimated per cent overrun or ~~underrun~~ 0.93 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 83,448

Engineering cost to date $ 66,327, 105 %

Date project was completed June 20, 1963

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project is complete. Semi-final delivered to Div. Office on Fri.; except for a few misc. items such as narrative & soils reports.

Project complete. FINAL REPORT.

OCT 28 1963

P B E

NOTED
JOHN R. OAKES

Signed John A. Bond John A. Bond
Res. Engr.

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | | | |
| Total quantities corrected to date | | | | | |
| Estimated quantities moved or placed to date | | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

RECEIVED
SEP 12 1963

FOR FILING

F-124(1)

5976

September 12, 1963

Hansen & Rowland, Inc.
Puget Sound Bank Building
Tacoma 1, Washington

Gentlemen:

This is in reply to your letter of September 5 concerning the Fred H. Slate Company and E. C. Hall Company contract #5976 in Tillamook County.

The final contract price has not been determined on this contract. We will furnish you with this information just as soon as it is available.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

**HANSEN & ROWLAND INC.**
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
PUGET SOUND BANK BUILDING — PHONE MARKET 1161
TACOMA 1, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

*"Since 1890"*

September 5, 1963

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

State of Oregon
State Highway Department
Salem, Oregon

Re: Bond No. 64549 - Slate-Hall, Joint Venture
Contract 5976 Garibaldi-Bay City Section of
Oregon Coast Highway $753,104.75

We have copy of Mr. Head's letter of August 15, 1963 addressed to the sureties on the performance bond for the above contract which indicates acceptance of the above contract as of August 14, 1963.

To enable us to properly close our file we will appreciate being informed as to the final contract price on this contract.

Thanking you, we are

Very truly yours

HANSEN & ROWLAND, Inc.

S. Grace

Surety Bond Department.

sg

Ec
please reply
76

9-10-63
Doug Parkes
contract price est. at $739,513 64
Subj. to change (+) or (−)
No semi-final est —
No final —

NOTED
W. HEAD

RECEIVED
SEP • 6 196
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1963

FOR FILING

5976

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 16, 1963

Original signed by
M. E. Martin
Dist. Engineer

By:

08-35.0

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

Oregon Project F-129(10)
Garibaldi-Bay City Section

The supplemental agreement, File No. 35146 and dated June 10, 1963, with the Southern Pacific Company, that was forwarded with Mr. Young's July 24, 1963 letter, has been approved effective this date.

NOTED
LLOYD P. SHAW
LLOYD P. SHAW

original To Young
cc Litchfield
8-20-63

RECEIVED
AUG 15 1963

FOR FILING

F-123(1)

5976

9

August 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 21 on Contract No. 5976. The contract was with Fred H. Slate Company and E. C. Hall Company and was for grading and structures on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 14, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
AUG 13 1963
FOR FILING

5976

August 12, 1963
Salem, Oregon

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5976 with Fred H. Slate Co. & L. C. Hall Co. for grading and structures on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, completed June 21, 1963.

L. H. Young
Office Engineer

[illegible]

cc: Floyd Query
C. H. Nelson
F. D. Morgan

RECEIVED
JUL 24 1963
FOR FILING

July 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of supplement agreement, File #35146 dated June 10, 1963, with the Southern Pacific Company relative to construction of the Garibaldi-Bay City Section, Project No. F-129(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:ra

RECEIVED
JUL 12 1963
FOR FILING

[illegible]

5976

July 11, 1963

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Your File: GMO 83082

Reference is made to your letter of May 17 requesting approval of the billing for removal of slides near Bay City in proximity to our project. This matter has been investigated and it was ascertained that these slides occurred on existing slopes not disturbed by our highway construction.

We, therefore, are unable to approve the bills as submitted by you. If you have further information which would lend credence to your claim, we will gladly have the matter reinvestigated.

We are returning the unapproved bills.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

enc.

cc Mr. Forrest Cooper
Mr. F. D. Morgan

JFP:db ms

FORM E-30 80M 11-61 40230

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1963

SUBJECT: Railroad Slides
Garibaldi-Bay City
Oregon Coast Highway
Contract: 5976

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

Returned, herewith are Southern Pacific Company letter and billing concerning railroad slides on subject project with copies of reports from Resident Engineer Bond and Division Engineer Asburry.

In essence, these reports deny any responsibility of the Highway Department for the occurrance of the slides. These slides occurred on the off-side of the highway in an area of thorough cut, so that in actuality we unloaded the slide rather than caused it.

It is the recommendation of this office that the billing be denied. A rough draft to this effect is enclosed for your approval.

F. D. Morgan
Construction Engineer

by

J F Putnam

J. F. Putnam
Ass't Construction Engineer

JFP:db

Attachs.

RECEIVED
JUL 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

SOUTHERN PACIFIC COMPANY L-7702

# DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation of U.S. 101 Location Bay City, Oregon G.M.O. No. 83082

Gang: Extra Gang #16 Report No. 12 Daily or Week Ending Nov. 31, 1962

| Sub-Division of Work | 26 | 27 | 28 | 29 | 30 | 31 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Class of Labor | A | B | C | D | E | F | | | Hours | Rate | Amount |
| Foreman Extra Gang | — | S.T. | | | | | | | | 2.6807 | |
| | 3½ | O.T. | | | | | | | 3½ | 4.021 | |
| | | | | | | | | | | | |
| Truck Driver | — | S.T. | | | | | | | | 2.2968 | |
| | 3½ | O.T. | | | | | | | 3½ | 3.4452 | |
| | | | | | | | | | | | |
| Laborers | 9 | S.T. | | | | | | | 9 | 2.2368 | |
| | 21 | O.T. | | | | | | | 21 | 3.3552 | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Total Labor 37 hrs.

| Class of Material | Unit | Price | Quantities A | B | C | D | E | F | Amount |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| 1 Ton truck P-11 | Miles | | 50 | | | | | | |
| Gas | Gals. | | 5 | | | | | | |
| | | | | | | | | | |
| Motor Car Gas | Gals. | | 1 | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

Note: Above labor and materials expended clearing slide at MP 844.9 due to State Hwy. Project.

Total Material

| Equipment | Equipment Hours * A | B | C | D | E |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Description of Work
A. Slide removal due to project
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct R. L. Johnston, Engr. Inspr
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-58

L-7702

# SOUTHERN PACIFIC COMPANY

## DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocation of US101 Location Bay City, Oregon G.M.O. No. 83082

Gang Division Engr Report No. 43-A Daily or Week Ending Nov. 24, 1962

| Sub-Division of Work | 19 | 20 | 21 | 22 | 23 | 24 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Class of Labor | A | B | C | D | E | F | | | Hours | Rate | Amount |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
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| | | | | | | | | | | | |

Total Labor

| Class of Material | Unit | Price | Quantities A | B | C | D | E | F | Amount |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |
| Frank [illegible] | Cat rental - HD-5 at $10.00/hr. | | | | | | | | |
| Box 462 Tillamook, Org | 13 hrs Slide removal MP 849.4 | | | | | | | | |
| | Due to State project on Nov. 20 & 21, 1962 | | | | | | | | |

Total Material

| Equipment | Equipment Hours * A | B | C | D | E |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Description of Work

A

B Removal of Slide due to project

C " " " " " "

D

E

F

* Note: Also report locomotive and automobile miles.

Correct R. L. Johnston, Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

# DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate U.S. 101 Location Bay City, Oregon G.M.O. No. 83082

Gang Extra Gang #16 Report No. 11 Daily or Week Ending Nov. 24 1962

| Sub-Division of Work | 19 | 20 | 21 | 22 | 23 | 24 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Class of Labor** | **A** | **B** | **C** | **D** | **E** | **F** | | **Hours** | **Rate** | **Amount** |
| Foreman [illegible] | | 3 | | | | | | 3 | 2.6807 | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Truck Driver | | 3 | | | | | | 3 | 2.2968 | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Laborers | | 12 | | | | | | 12 | 2.2368 | |
| | | | | | | | | | | |
| | | | | | | | | | | |

Total Labor 18 hrs

| Class of Material | Unit | Price | Quantities A | B | C | D | E | F | Amount |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| 1 Ton truck P-111 | Miles | | | 36 | | | | | |
| Gas | Gals. | | | 4 | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Note: Above Labor and materials expended clearing slide at M.P. [illegible] due to State Hwy Project | | | | | | | | | |

Total Material

| Equipment | Equipment Hours * A | B | C | D | E | Description of Work |
|---|---|---|---|---|---|---|
| | | | | | | A |
| | | | | | | B Slide removal due to project |
| | | | | | | C |
| | | | | | | D |
| | | | | | | E |
| | | | | | | F |

* Note: Also report locomotive and automobile miles.

Correct R. L. Johnston, Engr. Inspr.
Title S. P. Co.

Approved ______
Res. Engr. State Highway Dept.

FORM E-30X 50M 3-60 [illegible]

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1963

SUBJECT: Railroad Slide
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 5976

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. J. F. Putnam

A short time back you submitted to this office a billing from the Southern Pacific Company for the removal of slides on the subject project. We in turn submitted this billing to the Resident Engineer for a report regarding it and his recommendations.

Attached is a copy of a report from the Resident Engineer regarding this, in which he recommends that the State assume no liability regarding this claim. From this report and from field inspection regarding this matter, this office also concurs with the recommendation of the Resident Engineer, as it is the thinking of this office that the slides were not caused by the construction of the subject project.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM

JUL 1 1963

FORM 530—50M—2-57—1476

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECE[illegible]
[illegible] 1963
OFFICE OF
DIV[illegible]
[illegible]

Tillamook
June 22, 1963

SUBJECT:

Garibaldi- Bay City Section
Contr. 5976
R.R. slides

To:

Mr. R.D. Asburry

I return herewith your file, including thw two sets of 7702 forms from the S.P. Co., still unapproved. I refused to sign these earlier when the railroad engineer-inspector presented them to me, as I did not want to acknowledge any liability. The forms do correctly show the work done by the railroad so far here.

See our weekly project reports for Nov. 25 and Dec. 2, 1962 for a description of these two occurences. Pictures were also submitted then. Also see my Dec. 6 memo to Slate-Hall Co. I took some more pictures this week at the slide location but do not have them back yet.

The basis of the claim ( cost of items shown totals about $350 ) is apparently that material was lost or pushed over the steep slope where our roadbed cut was started above the railroad and that this material slid on down when it became saturated , taking trees and brush with it.The slide started right at the top of the slope which is where our cut slope starts down the other side toward the highway. Our work in no way diverted water to this point. If anything it takes run-off toward the highway now which formerly went toward the railroad.

I cannot agree that this location was previously stable. Our location contour map indicates "slide" in this same location. There are alder trees growing in the vicinity on the very steep slopes above the railroad and they must move and loosen the ground in high winds, particularly during the first fall storms when there are still leaves on.

Contrary to the inference in the second paragraph of Mr. Kilborn's letter, this slide did not prevent their train from reaching Portland. There was a large slide on their line in the Coast range at the same time . The track was cleared at the subject location at 8:30 A.M. Nov. 21 but the train was held in Tillamook at least two days after that. The second slide included about 20 cu. yd. located some 50 feet North from the first and was removed by hand on Nov. 26 by the three railroad employees as shown on the attached forms.

The railroad work presented and done so far was for clearing the tracks only. Some material was left in their ditch line at the toe of the slope. Our contractor cleaned this up last week with rented equipment at a cost of about $50. The contractor preferred to do this in order to restore the proper drainage and to provide a fall-out or storage area in case more material slid down before his reponsibilty in this entire matter is resolved and more serious damage or a derailment occurred. There is still some dirt in the ballast between the ties which the railroad may eventually clean out. This work done by the contractor was in the nature of cooperation and a safeguard rather than an admission of any responsibility.

I recommend against the State paying this claim, in the belief that it was not clearly or even reasonably caused by our work. I further recommend that the applicabilty of the contractor's railroad insurance to this matter be determined. If the slides were not caused by material placed in any planned location but possibly by material lost as a result of the manner in which the contractor conducted his work it would seem the claim would be an insurance matter.

John A. Bond
Resident Engineer

8-2660

*Southern Pacific Company*

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

May 17, 1963

IN REPLY PLEASE REFER TO
GMO 83082

SHAN

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Dear Sir:

Attach Forms L-7702 for labor and material expended by Southern Pacific Co. for removal of slides account State Highway project near Bay City. Due to grubbing and scarification for cut section in relocating U. S. 101 near your engineering station 208, a faster runoff saturated the slopes above and adjacent to our track, bringing about two slides in an area which was previously stable.

The first slide occurred Nov. 20, 1962, depositing approximately 75 yds. of dirt, rock and trees on the track. Second slide of Nov. 26, 1962, left some 15 yds. of the above mentioned material on the track. First slide resulted in considerable delay to our Portland bound train. ?

Your resident engineer, Mr. J. A. Bond, indicated he could not authorize payment of charges without approval of your office. If these charges meet with your approval, please sign and return the form to this office for further handling.

Yours truly,

AW Kilborn

CONSTRUCTION DIVISION
RECEIVED
MAY 31 1963
NOTED ☒ CE ☐ ACE ☐ ACE ☐ ☐

REFERRED TO
By Construction Engineer

RECEIVED
MAY 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1963

FOR FILING

Salem, Oregon
June 25, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on June 21, 1963, on Contract No. 5976, Garibaldi-Bay City Section, in Tillamook County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Estimated date on which contractor will complete removal of equipment and cleanup of site is June 28, 1963.

L. N. Young
Office Engineer

Construction Division
Office Endorsement

Date:_______________

Conditions noted on above date:

Construction Engineer

DBP:mb

RECEIVED
JUN 25 1963
FOR FILING

June 25, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 21, 1963, on Contract No. 5976, Garibaldi-Bay City Section, in Tillamook County, in connection with Federal-Aid Project No. F-129(10), S-476(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office
Endorsement

Date:________________

A. M. Parsons
Division Engineer

DBP:mb
cc: H. S. Cox

RECEIVED
JUN 25 1963

FOR FILING

[illegible]

June 25, 1963

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

This is to advise you that work was completed June 21, 1963, on the Garibaldi-Bay City (grading and structure) Section in Tillamook County, State Highway Contract No. 6976.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
cc C.H. Maison

RECEIVED
MAY 21 1963

FOR FILING

F-129 (10)

5976

RAILROAD COMPANIES
FILE No. [illegible]

Salem, Oregon
May 8, 1963

Easement and Construction Agreement
File No. 35146
Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County
Southern Pacific Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached are fully executed duplicate originals of an Easement and a Construction Agreement with the Southern Pacific Company.

These executed copies are sent to you for processing and recording. The Railroad Company has asked to be informed of the recording information for the instruments.

After recording please return the originals to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 11-61 40290

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1963

SUBJECT: Easement, and Construction Agreement
File No. 35146
Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County
Southern Pacific Company

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith are fully executed duplicate originals of an Easement and a Construction Agreement with Southern Pacific Company. You will also find copies of said fully executed documents which may be retained by your office. The Railroad has asked to be informed of the recording information for the instruments.

Please forward the executed originals of the documents to Mr. Saling's office for processing and recording. After recording, the originals should be filed in your permanent records.

JNHershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

cc: R. L. Porter
Ivan Merchant
F. D. Morgan
I. A. DeFrance
R. D. Asburry
J. W. Nash
C. H. Maison
Earl F. Saling

Ruth
please handle

NOTED
FLOYD QUERY

RECEIVED
APR 24 1963

FOR FILING

F-129([illegible])

[illegible]

April 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering repair of eroded fill slopes on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 5976 in connection with Federal-Aid Project No. F-129(10).

It is necessary to reslope fills, re-align two half round flumes and install perforated metal drain pipe to repair this eroded area. The fill material and pipe installation will be done at contract bid prices under items General Excavation and 8-inch Perforated Rigid Type Drain Pipe.

This work was verbally approved by the BPR District Engineer April 19, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH.
L. H. Young
Office Engineer

Enc.

RECEIVED
APR 3 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F 129(10)

5776 —

April 1, 1963

Western Union Telegraph Company
125 - 12th Street
Oakland, California

ATTENTION: Mr. F. L. Sulloway

Re: Temporary Telegraph Line Adjustment
Garibaldi-Bay City Section
Oregon Coast Highway - Tillamook County
Projects: F-129(10) and S-478(1)
YOUR FILE: JOB 5626-61 Bay City, Oregon
JOB 5616-62 Garibaldi-Bay City, Oregon

Gentlemen:

We have been advised by our Resident Engineer on this project that the work on the above-captioned sections has been nearly completed.

The adjustments of your facilities required that temporary work be done at the overcrossing structure on Job 5626-61 and in the tunnel in section 2 of Job 5616-62.

It is now requested that you proceed with your permanent work in these locations. The temporary cable at the overcrossing structure is buried to a shallow depth near the end of the railroad ties and is interfering with the proper cleanup of the railroad track area. Your attention to this problem will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: L. P. Shaw ✓
R. D. Asburry
J. A. Bond
F. W. Sugnet

RECEIVED
APR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
FOR FILING

8-2259-8

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

REAL ESTATE DEPARTMENT
E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER

5976

IN REPLY PLEASE REFER TO
Garibaldi 0-5

January 18, 1963

Mr. Richard J. Akers
Branch Manager,
Title and Trust Co.
404 Pacific Ave.
Tillamook, Oregon

Dear Mr. Akers:

This refers to your file TK 24-377 and our exchange of correspondence pertaining to deeds between Southern Pacific Company and the Oregon State Highway Commission covering land in the vicinity of Bay City, Oregon.

Please return to this office the executed and acknowledged grant deed dated May 23, 1962, from Southern Pacific Company to State of Oregon, acting by and through its Highway Commission, for cancellation. Revised deed to the State of Oregon has been prepared and will be forwarded to you as advised in my letter of November 5, 1962.

Very truly yours,

Porter

cc: Mr. Forrest Cooper
State Highway Engineer
Salem 10, Oregon

NOTED
R. L. PORTER

Copy to Mr. [illegible]
1-21-63

RECEIVED
JAN 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1963
OREGON
STATE HIGHWAY COMMISSION

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DEC 7 1962
FOR FILING
[illegible]

5976

December 7, 1962

Mr. F. L. Sulloway
Area Plant Superintendent
Western Union Telegraph Company
125-12th Street
Oakland, California

Dear Mr. Sulloway:

This is in reply to your telegram of December 3 concerning restoration of communication lines on the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

The grading adjacent to the former location of the tunnel has been completed and this section could now be placed in permanent position; however, there is another section of temporary work at the overcrossing of the Southern Pacific tracks which cannot be put in permanent position at the present time. It would seem that it would be best to wait until both sections are clear so that your crew could do the entire job at one trip.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

cc Forrest Cooper
Lloyd P. Shaw - with copy of telegram
R. D. Asburry - " " "

GSP:fn bbc

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION
## TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA141 OD186 1962 DEC 3 PM 3 26

O LLE114 DH NL=OAKLAND CALIF 3 =

W C WILLISAMS, STATE HWY ENGINEER=
OREGON STATE HWY DEPT SALEM ORG=

REFER YOUR PROJECT BAY CITY GARIBALDI SECTION OREGON COAST HWY TILLAMOOK COUNTY. CAN YOU NOW ADVISE WHEN WE MAY PROCEED TO RESTORE THE SECTION OF TEMPORARY UNDERGROUND CABLE TO PERMANENT OPEN WIRE LINE AS OUTLINED IN OUR LETTER OF JAN 17, 1962, PAGE TWO SECTION TWO=

F L SULLOWAY AREA PLANT SUPERINTENDENT QW
E CRIPPEN DIVN SUPERVISOR OF LINES WESTERN
UNION TELEGRAPH CO 125 12TH STREET OAKLAND
CALIFORNIA.

Copy to FC

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
NOV 23 1962
FOR FILING
[illegible]
5976

Salem, Oregon
November 21, 1962

File 32233
Hobsonville-Bay City Section
Oregon Coast Highway
Southern Pacific Company

Mr. E. F. Saling
Right of Way Office Manager
BUILDING

The Southern Pacific Company was having considerable difficulty in writing a proper description for the Hobsonville-Bay City areas. Descriptions were submitted to us on November 5, which we approved on November 9. At that time I wrote Mr. Widdas of the Southern Pacific Company, calling his attention to the fact that the deed and compensation were with the Title and Trust Company in Tillamook. It is a little faster than the ordinary mail to expect them to pick up the deed this early. Give them a few more weeks.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

FORM E-30 50M 6-61 36881

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1962

**SUBJECT:** File 32233
Hobsonville-Bay City Sec.
Oregon Coast Highway
Southern Pacific Company

**To:**
Mr. G. S. Paxson
Deputy State Highway Engineer

BUILDING

With your permission, we would like to ask the Title and Trust Company to return the State's $7,754 deposit of July 27, 1962.

To date we have not received the executed deeds to close this transaction from either the Title and Trust Company or Southern Pacific Company. Mr. Kilborn of the Portland Southern Pacific Office advised us several weeks ago that our descriptions were correct and acceptable and that Mr. Widdas was writing us a letter.

Should we not recall our $7,754 and advise the Southern Pacific Company that we can still close this transaction just as expeditiously through this office?

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:ls

RECEIVED
NOV 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
V 23 1962

FORM E-30X—50M—5-62 46900

FOR FILING

[illegible]

5176

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1962

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. D. J. Barbee

E. A. Kendrew, Assistant Engineer for the Southern Pacific Company, complained Wednesday, November 14, to Deputy State Highway Engineer G. S. Paxson that we were failing to provide adequate drainage with respect to their facility in Bay City. An inspection was made last Thursday with Kendrew and his inspector, Dick Johnston, in company with Resident Engineer John Bond's officeman, Jim Mandigo. He was concerned about four items:

1. Determining if the temporary crossing at the northerly end of the Garibaldi-Bay City grading project could be left in place for the surfacing contractor. This crossing was paid for by the grading contractor, who will likely sell it to the surfacing contractor unless we postpone the paving contract too long. Kendrew agreed to let this matter ride for now.

2. What steps would be taken to protect their facility opposite our proposed borrow in westerly Bay City. Told him this borrow was being eliminated from plans.

3. Requested that we barricade adjacent to their tracks across the turnouts constructed during grading operations for their use in gaining access to their tracks from the highway. He said guard rail or something similar should be used to prevent the public from driving onto their tracks. These turnouts are located as follows:

| Station | Length Parallel to Tracks |
|---|---|
| 127 - 128 | 120 Lineal Feet |
| 145 - 146 | 110 " " |
| 160 - 161 | 100± " " |
| 174 - 175 | 100± " " |

As we are on their right of way by virtue of an encroachment they have allowed, Paxson indicates this request should be granted. Will you please arrange for inclusion of this amount of guard rail to be installed

NOTED
G. S. PAXSON

20 feet from the centerline of their tracks on the paving contract.

4. Between "C" Street (Station 235) and Station 248 they have no culverts under their fill. The drainage presently either flows northwesterly parallel to their tracks in the low ground where our fill will be located or seeps through their fill into the bay. They have to some extent blocked off natural drainage directly into the bay. However, the present drainage pattern works and they are in no trouble. We have cross culverts proposed at Stations 237+55 and 244+80. He requested they be extended through the railroad fill as shown on the attached plan. Boring might not be feasible because of the heavy revetment on the bay side. He is considering allowing open trenching, subject to adequate shoring, and will advise further. It is recommended the culverts be installed.

Will you make the necessary arrangements to have the necessary encroachments secured and these items included in the paving plans. For this purpose Bond, by a copy of this letter, is instructed to take a cross-section across the tracks at each of these locations and submit posthaste.

He also requested that our Station 248 culvert not be eliminated. He was promised it wouldn't, as its elimination would divert drainage to their 1' x 1' timber box opposite Station 249. Drainage from our Station 248 culvert now drains northwesterly. It is further recommended that culverts across the highway at Stations 244+80, 248, 249 and 252+40 be a minimum of 18-inch diameter as shown on the attached plans. In fact, the one at 244+80 should be 24-inch.

R. D. Asburry
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. G. S. Paxson
Mr. J. A. Bond

RECEIVED
NOV 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1962
FOR FILING

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5976

November 15, 1962

City of Bay City
City Hall
Bay City, Oregon

ATTENTION: Mr. W. A. Gage

Re: Consulting Engineer
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Project No. FAP-129

Gentlemen:

We refer to your letter of October 11, 1962, requesting the use of a Consulting Engineer for the preparation of the estimate, sketch map and specifications for the adjustment of the City's facilities on this section.

You are hereby authorized to use a consultant for the work as requested in your letter. Your cost estimates must be accompanied by a statement as to which consultant was selected to perform the work, and the consultant fees should be set out as separate items on the cost estimate and billings.

Reimbursement for all utility adjustments on this project will be made subject to the provisions of PPM 30-4 and all supplements thereto, a copy of which is attached.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
Attachment
cc: R. L. Porter
L. H. Young
C. H. Maison
R. D. Asburry
A. W. Parsons

RECEIVED
NOV 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV 13 1962

FOR FILING

E-129 (10)

5976

November 9, 1962

Mr. E. F. Viddas, Manager
Real Estate Department
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Deed Exchange Between Southern
Pacific Company and the State
of Oregon
Hobsonville-Bay City Section
R/W Nos. 14597, 32233, and 34701

The copy of the deed from the Southern Pacific Company to the State of Oregon covering property in Bay City has been examined and meets with the State's approval. This copy was submitted with your letter of November 5.

The original of the deed under which the State Highway Commission transfers property to the Southern Pacific Company is on deposit with the Title and Trust Company in Tillamook, as well as our draft for the consideration of the property which we are obtaining.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. H. M. Williamson
Mr. A. W. Kilborn
bc Mr. Forrest Cooper
Mr. J. N. Hershberger

FORM E-30 80M 11-61 40230

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1962

**SUBJECT:** Warranty Deed
Southern Pacific Company to
State of Oregon
Hobsonville-Bay City Section
Oregon Coast Highway
File Nos. 14597, 32233 and 34701

To: Mr. G. S. Paxson
Deputy State Highway Engineer

BUILDING

Herewith is a copy of a deed from Southern Pacific Company to the State of Oregon and its Highway Commission and also a Thermofax copy of our bargain and sale deed to Southern Pacific Company concerning parcels of land which are being conveyed in the above-titled section of the Oregon Coast Highway.

The deed from Southern Pacific Company has been examined as to form and correctness of its description and is found to be satisfactory in those respects. The two previous errors which were contained in the first draft of this deed have been corrected.

The original of our bargain and sale deed is with the Title and Trust Company in Tillamook as well as our draft for the consideration for the property which we are obtaining from the railroad company. The last paragraph of the letter from Southern Pacific Company dated November 5, 1962, appears to indicate that the railroad company is not aware that we have already executed our deed and placed it in escrow with the title company. We understand that the accounting division is anxious to close this matter.

JNHershberger

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: L. I. Lindas

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

4-60

8-2289

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

REAL ESTATE DEPARTMENT
E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER

Garibaldi 0-5

November 5, 1962

Mr. L.I. Lindas
Chief Counsel,
State Highway Department
State of Oregon
Salem 10, Oregon

Dear Mr. Lindas:

Reference your files 14597, 32233 and 34701 Hobsonville-Bay City Section Oregon Coast Highway.

In connection with this project attached are the following instruments:

1) Copy of warranty deed from Southern Pacific Company to State of Oregon covering two parcels of land in the County of Tillamook containing 0.40 of an acre and 25,790 sq.ft. together with area in southerly half of "B" Street containing 6,900 sq.ft., more or less.

2) Copy of Bargain and Sale Deed from State of Oregon to Southern Pacific Company covering property in the County of Tillamook as more particularly described therein.

If these instruments as revised are satisfactory to the State and you will so advise, we will arrange for execution of Item 1 on behalf of Southern Pacific Company. Item 2 is to be executed on behalf of the State of Oregon, placed in escrow with Title Company, after which we will deposit executed counterpart of Item 1 in escrow together with our instructions to complete the exchange transaction.

Very truly yours,

cc: Mr. Richard J. Akers
Branch Manager,
Title and Trust Co.
404 Pacific Ave.
Tillamook, Oregon

Dear Mr. Akers:

Refers to your TK 24-377. Attached are copies of above

NOTED
J. HERSHBERGER

referred deeds. Would appreciate your returning to this office executed and acknowledged grant deed dated May 23, 1962, from Southern Pacific Company to State of Oregon, acting by and through its Highway Commission, covering two parcels of land in County of Tillamook, Oregon, listed as item one in my letter June 14, 1962.

This deed will be cancelled and Item 1 listed above will be substituted as soon as it has been determined whether it is satisfactory to the State.

With respect to Item 2, proposed deed is satisfactory to Southern Pacific Company.

Very truly yours,

KL -19/24/62 - VIII - 911/322

KNOW ALL MEN BY THESE PRESENTS:

That SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, for a valuable consideration, the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto STATE OF OREGON, acting by and through its State Highway Commission, its successors and assigns forever, the following described real property:

PARCEL 1

A parcel of land situate in the Northwest quarter of Section 27, and Lot 1 of Section 28 in Township 1 North, Range 10 West, Willamette Meridian, in the County of Tillamook, State of Oregon, described as follows:

A strip of land described secondly in deed dated February 11, 1909, between Pacific Railway and Navigation Company, and L. M. Alley and Olivia Alley, his wife, recorded February 17, 1909, in Book 9 of Deeds, page 537, Records of Tillamook County, described therein as a strip of land 25 feet wide on either side of a line as located and staked out on the ground, more particularly described as follows:

"BEGINNING at the intersection of the center line of the Pacific Railway and Navigation Company's line as located and staked on the ground and the North boundary of the Samuel Elmore tract in Lot 2, Section 27, Township one North, Range 10 West, Willamette Meridian, and thence in a Northwesterly direction following a curve to the left of 1909 feet radius, 373.0 feet to Station 441+06.8 on the center line of the main line of the Pacific Railway & Navigation Company, as located and staked and the initial point of this description; thence in a Northwesterly direction following a curve to the left of 383.1 feet radius, 152.6 feet; thence North 69°02' West, 392 feet to the South boundary of the Miami Lumber Company's land a total distance of 544.60 feet, containing six-tenths of an acre" EXCEPTING THEREFROM that portion thereof lying Northeasterly of the Westerly line of the 100 foot wide strip of land, being fifty feet on each side of the center line of the main track now of the Southern Pacific Company as originally surveyed and located.

The net area of the land being described being 0.40 of an acre, more or less.

PARCEL 2

Being all that portion of Block 12 of First Water Front Addition to Bay City, in the City of Bay City, County of Tillamook, State of Oregon, lying northeasterly of and contiguous to the following described line:

BEGINNING at the point of intersection of the westerly line of said Block 12, being also in the easterly line of First Street of said City with a line that is parallel with and, 50.00 feet northeasterly, at right angles from the original located center line of main track, now of the Southern Pacific Company, Hillsboro to Tillamook, distant southerly, along said westerly line, 41.43 feet from the northwest corner of said Block 12, said parallel line intersecting the southerly line of said Block 12 at a distance of 20.88 feet westerly measured along said southerly line, being also the northerly line of "C" Street, 60 feet wide of said City, containing an area of 25798 square feet, more or less.

Together with the underlying fee in the southerly half of "B" Street (60 feet wide) and in 1st Street (60 feet wide) as said streets or portions thereof were vacated by Ordinance No.219 by the City of Bay City, dated May 24, 1937, extending westerly from the northerly prolongation of the easterly line of said Block 12, containing an area of 6900 square feet, more or less.

Subject to easements, covenants, conditions and restrictions of record.

TOGETHER WITH all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and also all of its estate, right, title and interest at law and equity.

The premises herein described are hereby granted subject to that certain mortgage and deed of trust from Southern Pacific Company to National Bank of Commerce in New York (to which Morgan Guaranty Trust Company of New York is successor), dated March 1, 1927. Southern Pacific Company expressly covenants to cause said mortgage to be released and discharged within one (1) year from the delivery of this deed to the State of Oregon, acting by and through its State Highway Commission, insofar as it affects the land herein described.

TO HAVE AND TO HOLD the above described and granted premises unto the State of Oregon, acting by and through its State Highway Commission, its successors and assigns, forever. And Southern Pacific Company, the grantor above named, does covenant to and with the above named grantee, its successors and assigns, that it is lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances except the mortgage above referred to, and that it will, and its successors and assigns shall, warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, Southern Pacific Company has caused these presents to be executed by its proper officers thereunto duly authorized and its corporate seal to be hereunto affixed this _____ day of _______________________, 1962.

SOUTHERN PACIFIC COMPANY

By_______________________
(Title)

Attest____________________
Assistant Secretary

CF

10/8/62

From File Nos. 14597
34701
To File No. 32233

# BARGAIN AND SALE DEED

**KNOW ALL MEN BY THESE PRESENTS**, That the **STATE OF OREGON**, by and through its **STATE HIGHWAY COMMISSION**, hereinafter called the Grantor, for the consideration of the sum of One and No/100 ($1.00) - - - - - - - - - - - - - - - - - - - - - - - - - - DOLLARS, and other valuable consideration to it paid, has bargained and sold and by these presents does grant, bargain, sell and convey unto Southern Pacific Company, a corporation of the State of Delaware

hereinafter called the Grantee...., the following described premises, to wit:

Parcel 1

All that certain piece or parcel of land, situate in the City of Bay City, County of Tillamook, State of Oregon, described as follows:

All that portion of Block 20 of Fuller's Amended Addition to Bay City, lying Southwesterly of a line that is parallel with, and 50 feet Southwesterly at right angles from the original located center line of main tract now of the Southern Pacific Company, together with that portion of the County Road, lying within the above described land, vacated under Ordinance No. 524, of said County, recorded July 26, 1961, in Book 1, Page 341, of the County Court Journal, appurtenant thereto.

Parcel 2

A piece or parcel of land situate, lying and being in the NE¼NE¼ of Section 3, Township 1 South, Range 10 West, W. M., in the City of Bay City, County of Tillamook, State of Oregon, more particularly described as follows:

Beginning at the point of intersection of the Southwesterly line of the land of the Southern Pacific Company (100 feet wide) with the East line of Fuller's Amended Addition to Bay City, distant 306.68 feet Southerly along said East line from the Northeast corner thereof; thence South 34° 49' 30" East, along said Southwesterly line of said Company's land, a distance of 83.38 feet to a point in the North line of Tillamook Avenue; thence North 89° 50' 30" West, along said North line of Tillamook Avenue, a distance of 48.78 feet to a point in said East line of said Addition; thence North 0° 54' 30" East, along said East line, a distance of 68.32 feet to the point of beginning, containing an area of 1,663 square feet, more or less.

This conveyance is made, executed and delivered upon the grounds and for the reason that the real property hereinabove described is no longer needed, required or useful for highway purposes.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said Grantee..., the [illegible] successors and assigns forever.

IN WITNESS WHEREOF, the **STATE OF OREGON**, by and through its **STATE HIGHWAY COMMISSION**, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the 29th day of June, 19 62.

ATTEST:

Floyd Query /s/
Secretary

APPROVED:

G. S. Paxson /s/
Deputy State Highway Engineer

APPROVED AS TO FORM:

L. I. Lindas /s/
Chief Counsel

James R. Kuhn /s/
Staff Attorney

**STATE OF OREGON**
by and through its
**STATE HIGHWAY COMMISSION**

By Glenn L. Jackson /s/
As Chairman

By
As Commissioner

By David B. Simpson /s/
As Commissioner

(SEAL)

Form E-85—Revised—1950-1-61

**BARGAIN AND SALE DEED**

From

STATE OF OREGON
by and through its
STATE HIGHWAY COMMISSION

To

STATE OF OREGON,
County of } ss.

I certify that the within was received at
o'clock ... M. on the day of
19 and
duly recorded by me in
County Records, Book of Deeds, Volume
Page
County of
By Deputy

State Printing 2520

STATE OF OREGON,
County of Marion } ss.

On this [illegible] day of June [illegible] 62 [illegible]
to me personally [illegible]
is Chairman of the State Highway Commission of the State of Oregon, and that he, the said [illegible] David B. Simpson [illegible] is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Floyd A. Query /s/
Notary Public for Oregon

(SEAL)

My commission expires: 1-19-65

This conveyance is made, executed and delivered upon the grounds and for the reason that the real property hereinabove described is no longer needed, required or useful for highway purposes.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said Grantee... the ........ successors and assigns forever.

IN WITNESS WHEREOF, the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the 29th day of June, 19 62.

ATTEST:

Floyd Query /s/
Secretary

APPROVED:

G. S. Paxson /s/
Deputy State Highway Engineer

APPROVED AS TO FORM:

L. I. Lindas /s/
Chief Counsel

James R. Kuhn /s/
Staff Attorney

**STATE OF OREGON**
by and through its
**STATE HIGHWAY COMMISSION**

By Glenn L. Jackson /s/
As Chairman

By ........................
As Commissioner

By David B. Simpson /s/
As Commissioner

(SEAL)

Form 2-20—Revised—1-60

**BARGAIN AND SALE DEED**

From

STATE OF OREGON
by and through its
STATE HIGHWAY COMMISSION

To

STATE OF OREGON,
County of ........ } ss.
I certify that the within was received at ........ o'clock ...M. on the ........ day of ........, 19...., and duly recorded by me in ........ County Records, Book of Deeds, Volume ........ Page ........

........ County of ........

By ........ Deputy

STATE OF OREGON,
County of Marion } ss.

On the 29th day of June, 19 62 ...

to me personally known ...

is Chairman of the State Highway Commission of the State of Oregon, and that he, the said David B. Simpson ........ is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Floyd A. Query /s/
Notary Public for Oregon

(SEAL) My commission expires: 1-13-65

RECEIVED
NOV 13 1962
FOR FILING

[illegible]

976

477 Cottage Street N.E.
Salem, Oregon

November 8, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Consulting Engineering, Garibaldi-Bay City Section
FAP-129

In reference to Mr. Litchfield's October 25, 1962 letter regarding the use of a consultant by Bay City, Oregon for preparation of the plans, specifications and estimate for a utility relocation.

We hereby approve the use of a consultant for the work as noted in your letter, on the Federal-aid portion of this proposed highway project. We want to remind you that cost estimates shall be accompanied by statements from the City as to which consultant was selected to perform the engineering work, and the reasonableness of the estimate he prepared. Also, the consultant fees should be set out as separate items on the cost estimate and billings.

The city should realize that Federal participation dictates that accurate and concise records are a necessity for full pro rata share.

original To Morgan
copy To Young
11-13-62

RECEIVED
NOV 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1962
FOR FILING

5976

November 1, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering removal of soft material on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 5976, in connection with Federal-Aid Project No. F-129(10).

This work is necessary to remove unsatisfactory material behind wing walls and prepare for riprap. Payment will be at contract bid price for riprap but the special handling of this material will be paid under this order.

This work was verbally approved by the BPR District Engineer October 18, 1962. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
NOV 1 1962
FOR FILING

October 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering footings under railroad loading ramp on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 5976, in connection with Federal-Aid Project No. F-129(10).

This work is necessary to reconstruct footings that are settling under the east bent of the loading platform, due to unstable conditions.

This work was verbally approved by the BPR District Engineer October 17, 1962, and the Field authorized to proceed as an emergency measure. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

10 21 62

Garibaldi - Bay City - Cont 5976

Looking North from Sta 177

Rip rap damaged by Oct. 12 storm

Roll 16

Taken 10-13 62
J. Bond

A417

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Garibaldi - Bay City - Cont 5976

Looking North from Sta 157

Rip rap damaged by Oct. 12 storm

Roll 16

Taken 10-13-62
J. Bond

A417

SEP • 62

SEP • 62

SEP • 62

OCT • 62 •

10 . 7 . 62

Garibaldi - Bay City Contr. 5976

Looking Northerly from R.R. O-xing site. Box culv. work (Sta. 189) in background on grade.

roll 12

Taken 9-8-62
J. Bond

---

Garibaldi - Bay City Contr. 5976

Placing foundation for 12'x15' box culv. @ Sta. 189. Mechanical Tamper. Looking westerly.

roll 12

Taken 9-8-62
J. Bond

---

Garibaldi - Bay City Contr. 5976

Looking easterly along No. side of 12x8 RCBC @ sta 230+17. Air Tamping backfill.

Roll 13

Taken 9-21-62

---

Garibaldi - Bay City Contr. # 5976

Looking westerly from E. dike of 184+50 RCBC (15x12) cofferdam. View into excavation for culv. found. beneath floor slab.

Roll # 14

Taken 9-7-62

RECEIVED
OCT 3 1962
FOR FILING

6976

cc: RLPorter, State

~~Division~~ Region No. 8

~~State~~ Division Oregon

Form PR-33

**BUREAU OF PUBLIC ROADS**
**DEPARTMENT OF COMMERCE**

Project No. F-129(10)

*Report on* Inspection-In-Depth: Embankment Construction and Testing Procedures

*Inspection made by* Glenn K. Hossner, Area Engineer

*Date inspection made* Sept. 6 & 7, 1962

*In company with* John Bond, Resident Engineer, (SHD)

Time Spent: Travel - 7 hrs., Project - 13 hrs., Assembling data - 3 hrs., Writing - 8 hrs.

## 1. PROJECT DATA

The project provides for grading and draining 1.692 miles of Federal-aid primary highway and 0.750 miles of Federal-aid secondary highway on new alignment. The primary portion includes a 181-foot reinforced concrete railroad crossing structure. Surfacing and paving will be accomplished under a subsequent contract. No differentiation is made in this report between the primary and secondary project since the projects were combined for bidding purposes and were given identical treatment during construction.

The project was awarded to Slate and Hall Co. of Portland, Oregon on September 15, 1961, based on submission of a low bid of $753,104.75. The Slate and Hall Co. is a reputable contractor with many years of experience in the field of highway construction. 140 days were allowed for completion of work under the contract.

The contractor began clearing work September 25, 1961. Only a minor amount of grading was accomplished last fall. Full grading operations commenced around the middle of April this year. Grading work, which consisted of approximately 575,000 cu.yds. of embankment material to be obtained from roadway cuts, was approximately 98% complete at time of this inspection.

The contractor's grading spread normally consisted of three D8 Cat and scraper units, three DW21's, three D8 dozers, D9 dozer, and a Cat #12 blade grader.

No rolling equipment was used on this project. Compaction of the embankment material was obtained by the grading equipment during normal grading operations supplemented occasionally by a partially loaded DW21 used as a roller.

The embankment material generally consisted of a granular silty sand material in various stages of development which compacts very readily with a minimum of compactive effort.

## 2. PURPOSE OF INSPECTION

The purpose of the inspection-in-depth was to observe embankment construction work by the contractor, determine the extent and adequacy of the State's control in assuring the specified compaction, random check embankment areas for percent compaction, and to observe the methods and techniques employed by project personnel in performance of the necessary project control tests.

## 3. SCOPE OF INSPECTION

All compaction tests taken to date for project control were reviewed with particular emphasis on determination of time, extent and location of the compaction tests in relation to the progress of embankment construction. The methods and extent of control of the embankment construction employed by project personnel were observed and discussed.

Performance of actual field density tests, by project personnel at random locations throughout the project, was witnessed and results checked to determine if specified density had been obtained. A moisture density curve was established in my presence on material taken from in-place embankment material. Field and laboratory testing procedures and techniques were reviewed and observed.

The high short fill, Sta. 210 to 214, had been pre-determined (previous inspections and review of project plans) as being the critical fill on the project as far as obtaining specified compaction was concerned. This fill was therefore isolated for special study.

## 4. COMMENTS AND RECOMMENDATIONS

Considering the method used to select the check test locations on the essentially completed embankment material and the results obtained therefrom, and judging from the results of the previous project control tests, I feel that the upper portion of the embankment areas does substantially meet the specified minimum compaction requirements. Since the embankment areas were essentially complete at time of this inspection, it was impractical to attempt to obtain compaction results in the lower portions of the fills. Project records indicate that the lower portions of the fill areas were generally compacted to specified requirements. However, project records indicate that the lower portion of the fills did not receive adequate testing to conclusively prove this point.

It is felt that project personnel did a commendable job considering the shortage of personnel during various periods, and lack of previous experience and formal training in testing procedures. Many of the shortcomings evident on this project will diminish as this program of testing at the project level becomes better established.

It is recommended that the State Highway Department conduct special material training schools to train key project testing and inspecting personnel. A school of this type would be invaluable for all phases of inspecting and testing work. I feel that the State should give more recognition to the importance of controlled embankment construction and organize grading crews accordingly. The prime responsibility for compaction testing on this project was assigned to the officeman-draftsman along with his regular duties. This man did a very creditable job considering his workload but performing adequate compaction tests on a grading project of this nature is a full time job for one man, especially when as much as 60,000 cu.yds. of material is moved in one week.

Project personnel should be instructed to re-test areas where low compaction results were obtained and additional work was required by the contractor to

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Project personnel should be instructed to re-test areas where low compaction results were obtained and additional work was required by the contractor to obtain the minimum specified densities.

Consideration should be given to the possibility of specifying rolling equipment for use in obtaining embankment compaction. It is felt that more uniform density will be obtained with its use and that the compactive effort could be better controlled.

Some type of guide should be prepared to give project personnel an indication of the minimum testing frequency required during embankment construction. Test frequency on this project averaged approximately one test per 10,000 cu.yds. of embankment material or approximately four tests per each 600 lineal feet of embankment. Four tests for each 600' appears too infrequent to assure minimum compaction when one considers the many layers required to properly construct a 20 to 30 foot fill.

## 5. PROJECT PERSONNEL

John Bond, Resident Engineer, has been with the Highway Department for 15 years. He has been a resident engineer on various highway location and construction projects in the Tillamook area during the past 2½ years. He held the position of District Maintenance Superintendent with headquarters in Tillamook for a period of 6 years prior to his present assignment. Other experience includes work in the maintenance division of the central office.

Mr. Bond graduated from Oregon State College with a BSCE degree in 1947 and is a registered professional engineer. He is presently responsible for the construction of three grading projects in the vicinity of Tillamook.

Russ Johnson, Junior Inspector, has been an employee of the Highway Department for 12 years. All of this time has been spent in Tillamook or the northwestern part of the state. He is currently assigned as the grading inspector on this project and has been in the immediate Tillamook area for the past 2½ years.

Mr. Johnson's formal training beyond high school consists of study in the first division I.C.S.

E. J. Mandigo, officeman-draftsman, has 7 years of experience with the Highway Department. He has been assigned to the Tillamook project for the past season.

Mr. Mandigo has completed the second division of the I.C.S. course. He has had the prime responsibility for the testing of embankment materials for specified compaction, as well as regular office duties.

Richard Rohde, a recent high school graduate working his first season for the Highway Department, assisted Mr. Mandigo with the testing. Mr. Rohde had resigned prior to this inspection in order to enroll in engineering at Oregon State University.

## 6. TESTING PROCEDURE

The contract specification provides that the contractor shall obtain a minimum of 90% density in all embankment construction, with exception of the upper 3', which shall be compacted to 95%. The State may elect to use any one of the four test methods set forth in AASHO designation T-99. Test method A was used on this project.

The project was properly equipped with all the necessary standard equipment to obtain accurate test results. A Washington dens-o-meter was used to obtain the volume of the hole and a Speedy Moisture Meter was normally used to determine moisture content of the test sample. Some earlier samples were oven-dried but subsequent correlation tests performed revealed substantial conformity between results of oven drying and the Speedy Moisture Meter. The time consuming oven drying method was then discontinued.

The moisture-density curves for the various types of material were run in the back room of the project office which provided an adequate laboratory facility. Density determinations on the in-place material were normally performed in the field with results available within 20 to 30 minutes.

Several density tests of the in-place embankment material by project personnel were observed during course of inspection. The establishment of a moisture-density curve in the field laboratory by project personnel was also observed. It can be concluded that Mr. Handigo, who performed the tests, was very familiar with the various tests and testing techniques and indicated good judgment in analyzing the significance of the results obtained.

## 7. EMBANKMENT CONSTRUCTION AND PROJECT CONTROL

As previously stated, the contractor obtained necessary embankment compaction by properly utilizing his grading equipment during normal grading operations. The embankment material was spread in minimum lifts and then worked into final positions with dozers. The hauling equipment were required to break-track to properly distribute the compactive effort.

If an area, when tested, indicated low compaction the contractor was required to rework the area. This may have necessitated opening and reprocessing of the fill material to aerate and/or application of additional compactive effort. The additional compaction work was generally performed with a partially loaded DW21.

In general, the project was adequately staffed to perform the necessary inspection and testing to assure proper construction methods and produce the desired end product. However, it was noted that the men vested with the primary responsibility for controlling the embankment work on this project, had virtually no previous training in the materials testing field. This is due in part to lack of such a training program in the State Highway Department and also, this is essentially the first season that the project personnel have been required to handle this responsibility.

Central laboratory personnel spent a day with project personnel early this spring to acquaint the necessary people with the equipment and test procedures. Subsequent visits were made to the project to offer assistance and advice if needed and to make check tests.

Discussions at time of inspection revealed that Messrs. Bond and Handigo were very familiar with the various ramifications of the sampling and testing procedures and were well read on AASHO specifications and testing procedures as far as AASHO designation T-99 was concerned. It was readily apparent that both of these men had taken a very active interest and had done considerable reading on the subject of controlled compaction.

Mr. Johnson was not as well informed since his duties as grading inspector had precluded devotion of a significant amount of time to the actual mechanics of taking and performing compaction tests. He was, however, sufficiently informed on specification requirements concerning embankment construction and the significance of the test results.

Observations during this inspection and previous inspections indicated that good relationship existed between State and contractor personnel and that the contractor had been very cooperative in obtaining the specified embankment compaction.

Review of project records and subsequent discussions with project personnel revealed an acute shortage of inspecting and testing personnel during various periods. One such period was during the construction of the fill between Sta. 210 and 214. This will be discussed later.

A review of project records revealed that 48 compaction tests were taken for project control. Of these tests, all met pertinent project specifications except for 12. All but three of these, low test results were obtained in the upper three feet of the embankment areas which have since been subjected to heavy construction traffic. Tests taken during this inspection reveal that these areas are now compacted to minimum specified densities.

Approximately one half of the compaction tests were taken in the upper three feet of the embankment. This indicates that the lower portions of the embankment areas received much less testing even though the amount of material involved was considerably greater.

The embankment area between Stas. 210 and 214 was isolated for special study. This particular short high fill was located in an area which was not readily accessible except by foot. Also, the fill was to be made from the adjacent cut areas which would involve merely dozing the excavated material from the cut to the fill. Moreover, if the grading operation was not strictly supervised, there was a good possibility that the material would be placed in the small fill area too fast and proper compaction would not be obtained.

During the initial work on this fill, part of the project personnel were pre-occupied with necessary inspection work on other projects, including a small Federal-aid secondary oiling project near Tillamook. This necessitated removal of essential inspecting and testing personnel from subject project. Too, the contractor's main grading spread was working in the northerly end of the project.

Indications are that the fill was completed with only a minimum of inspection. Only six tests were taken on this fill which required approximately 46,000 cu.yds. of embankment material and has a maximum depth of approximately 50'. Following is a tabulation of the project control test results for this particular fill:

| Date | Station | Location | Grade | % Density | Spec'd Density |
|---|---|---|---|---|---|
| 6-26-62 | 211+00 | Centerline | -11 Ft. | 84.6 | 90 |
| " | 211+50 | 27' Rt. | -19 Ft. | 87.6 | 90 |
| 7-9-62 | 211+00 | 25' Lt. | 0 Ft. | 80.2 | 95 |
| " | 211+75 | Centerline | - 3 Ft. | 93.0 | 95 |
| " | 212+50 | 25' Rt. | - 4 Ft. | 92.4 | 90 |
| " | 213+25 | 22' Rt. | 0 Ft. | 97.4 | 95 |

The above information indicates a lack of adequate testing in the lower portion of the fill as well as lack of subsequent tests to indicate whether corrective rolling had been performed in areas where low compaction results had previously been obtained. This was generally the case throughout the project but to a lesser degree.

Compaction tests were performed on this essentially completed fill in my presence during this inspection. Also, a compaction test had been witnessed in this area during a previous construction inspection. These results were as follows:

| Date | Station | Location | Grade | % Density | Spec'd Density |
|---|---|---|---|---|---|
| 8-29-62 | 213+30 | 12' Rt. | 0 | 93.7 | 95 |
| 9-6-62 | 212+88 | 17' Rt. | - 1.5 ft. | 94.5 | 95 |
| " | 212+85 | 3' Rt. | - 0.5 ft. | 107.1 | 95 |
| " | 213+00 | 23' Rt. | - 0.5 ft. | 94.5 | 95 |

The moisture-density curve for the test performed at Sta. 213+30 was established by the central laboratory from material submitted by myself following the last construction inspection. The curve for the test at Sta. 213+00 was established by project personnel in my presence during this inspection.

The above results indicate that the essentially completed fill substantially meets the specified density in the upper layer. Judging from available project records, it is rather doubtful that the specified compaction was obtained in the lower portion of the fill but it was impossible to substantiate this contention at this late date.

Other tests taken at random during this inspection are listed below:

| Date | Station | Location | Grade | % Density | Spec'd Density |
|---|---|---|---|---|---|
| 9-6-62 | 119+99 | 2.5' Lt. | 0.0 ft. | 120.4 | 95 |
| " | 174+06 | 23' Lt. | 0.0 ft. | 104.3 | 95 |

The percent density obtained at Sta. 119+99 appears to be too high. This area appeared well compacted but it is doubtful if the percent density indicated by the test is accurate. Review of previous test results in this area, the results of which were based on the moisture-density curve from the north cut material, also revealed high test results.

Only one curve was made for this material. This curve was established by project personnel when they first began performing project control tests.

Indications are that the curve did not properly represent the true maximum dry-density of the soil. No subsequent check has been made of this curve even though consistently high compaction results were obtained with its use. It is felt that this was due largely to the inexperience of the testing crew at this early date and that if the same condition existed at this time, that the possible error would have been recognized and corrected.

The tests listed above, which were taken in my presence and a location of my designation, were taken in areas that appeared to have the least compaction. Also, it may be noted that these tests were generally taken on the outer edge of the fill areas where specified density is hard to achieve. It was thought if these areas as selected revealed the minimum specified compaction that other areas would naturally meet the specifications also.

RECEIVED
P 19 1962
FOR FIL
[illegible]
5916

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 18, 1962

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

Oregon Project F-129(10)
Garibaldi-Bay City
State Force Order No. 8
Seeding & Mulching

Reference is made to your letter dated September 10, 1962 concerning the subject order. Our approval is required on the primary project only. The total estimated cost of the order on the primary project has been determined to be $1,800.00, with Federal participation of $1,080.00. The seeding and mulching order for the secondary project does not require action by this office and should be provided for in a separate order.

We are approving the use of State Forces on the primary project as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
9-19-62

NOTED
R. L. PORTER

RECEIVED
SEP 10 1962
FOR FILING

F 129(10)

5976

September 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 8, Account No. 224-238, covering seeding and mulching on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 5976, in connection with Federal Aid Project Nos. F-129(10) and S-478(1).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $3,060.00, with Federal participation of $1,836.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
FORM E-123X
SEP 5 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

9-6 Mr Paxson

September 4, 1962

Files 14597, 32233 & 34701
Hobsonville-Bay City Section
Oregon Coast Highway

Southern Pacific Company
Real Estate Department
65 Market Street
San Francisco 5, California

Attention: Mr. M. F. Widdas, Manager

Gentlemen:

Because the Department had not received a notice of completion of the escrow of July 27, 1962, we were investigating the SouthernPacific transaction at Bay City when Mr. Kilborn's letter of August 28 was received by Mr. Paxson.

We understand from Mr. Akers of the Title and Trust Company that he has been trying to secure maps and confirmation of the descriptions and deeds sent to him. The State's deed to Southern Pacific, as per the copy attached, were the descriptions which were furnished by A. W. Kilborn of your Portland office with his letter of May 10, 1962. We enclose photo copies of said letter and copies of the descriptions furnished us. The penciled notes are our additions thereon to better locate the property. We hope with this explanation you can advise the title company to accept our deed form.

Our engineers have discovered two errors in the description contained in the Warranty Deed, as per photo copy attached. The first is in Parcel 1, midway through the description, wherein the call follows "a curve to the left of 1919 feet radius". This should be a 1909 feet radius.

Also, Parcel 2 fails to include a small triangle owned by the Southern Pacific at the intersection of B and First Streets. This triangle is colored in blue on the enclosed map. B Street was vacated to a point 10 feet Easterly of the Railroad rightof way. This triangle thereforeis a vacated street and under Oregon law would be the property of the owner of the Northeast corner of Block 11, the Southern Pacific Company. Therefore this should have been included in the description; otherwise, it would leave a gap in our right of way. We trust that you will make these necessary corrections or authorize same to be made in the deed on deposit with the escrow agent.

RECEIVED
SEP 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

If there is anything more we can do to coordinate this transaction and complete this escrow, please let us know. We are as anxious as you to close this transaction as the $7,700.00 is out of our payroll fund, which always needs to be reimbursed.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ko
Encl. Map, 2 deed copies
Bargain & Sale Deed Copy
Letter of May 10
Descriptions

cc: Mr. A. W. Kilborn
~~Mr.~~ Paxson
Title & Trust Co.

Form E-1—(Rev.)—

F-129(10)

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 2, 19 62

Section Garibaldi - Bay City

Kind of work Grading & Structure

Highway Oregon Coast County Tillamook

Section prefix 29-1074

Contractor Fred H. Slate Co. & E.C. Hall Co.

Contract number 5976

Date of contract September 15, 19 61

Specified work days 140

Date work started September 25, 19 61

Work days used 67

Project authorization $ 892,242

Exclusive of engineering $ 828,794

Per cent of time elapsed 48 %

Estimated cost of completed project, exclusive of engineering $ 827,979

Estimated per cent overrun or underrun — %

Per cent of contract completed, based on estimated cost 63 %

Engineering authorization $ 63,448

Engineering cost to date $ 29,856, 47 %

Date project was completed —, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 95 | 76 | 93 | 3 | - | - | - |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Grading continued out of the summit (sta. 205- 209) cut; lost one day shift due to rain. Only have about 35,000 c.y. to go. Loading ramp at sta. 234 was dismantled and partly re-assembled at new Tillamook Ave. spur track location.

Floor slab & cut-off walls poured at the box culvert at sta. 230. Plan to excavate for the one at sta. 189+50 next week. ( Br. Engr. Danforth submitting separate report on this )

Contractor having difficulty locating trucks to haul rip rap. This work is behind. Supposed to have 5 trucks next week and work 10 hour shift.

Dragline finished sloping the material in disposal area - in Bay City.

B.P.R. area Engineer G. Hossner over project on Wed. Mr. Walker & 4 Greek engineers over project on Thurs.

Anticipated completion date: November 1, 1962

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
SEP 4 1962

NOTED SEP 1962 COE

NOTED

Signed John A. Bond
Res. Eng'r.

Address P.O. Box 169, Tillamook

**Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.**

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.48 | | | | |
| Miles partially completed | 2.48 | | | | |
| Miles completed | 0 | | | - | |
| Total estimated quantities (contract) | 701,500 | | | | |
| Total quantities corrected to date | 650,000 | | | | |
| Estimated quantities moved or placed to date | 603,810 | | | | |
| Average daily quantities | 9,000 | | | | |
| Average daily quantities necessary to complete project on time | 650 | | | | |
| Number shifts per day | 2 | | | | |
| Hours per shift | 9 & 8½ | | | | |
| Average force on project for week | 52 | | | | |

Men 37

Supervision 5

Men and trucks under 3 tons 3

Men and trucks over 3 tons – –

Men and tractors 7

Equipment used during week: Shovels ........., Power graders 1........, Rollers ........., Dragline 1 Mixers ........., Crushing or screening plants .........

Compressors 1........., Bulldozers 4........, Compaction rollers ........., Tractors w/scrapers 3........., self-propelled scrapers ........ 4

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Lt. drizzle A.M.<br>Clearing P.M. | | |
| Monday | Fair | | |
| Tuesday | Rain A.M.<br>Clearing P.M. | | |
| Wednesday | Fair | | |
| Thursday | " | | |
| Friday | " | | 1 self-propelled scraper broke down |
| Saturday | " | | 3 self-propelled scrapers broke down |

RECEIVED
SEP 4 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 31, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

By: C. C. Pike
Acting Admin. Manager

Oregon Project F-129(10)
Garibaldi-Bay City Section
Voucher #5 - Progress

The subject voucher is being returned pending your receipt of a final and complete billing from The Western Union Telegraph Company, as required by para. 15b of PPM 30-3.

Although the billings from The Western Union Telegraph Company are marked "final billing", our records show that there is an additional amount of work to be done in the estimated amount of $5,960.00. This additional work has not yet been done.

Encl.

original returned To Young
with attachments
9-4-62

NOTED
R. L. PORTER

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AUG 30 1962
FOR FILING

5976

8-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO

August 28, 1962

GMO 83082
0-PD-60-27

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to Mr. Williamson's letter May 1, 1962 and my letter May 10, relative to exchange of property in connection with relocation of Highway 101, Bay City-Garibaldi:

Please advise progress on checking descriptions to be used in document covering deed from State to Railroad on property at Bay City.

Yours truly

A W Kilborn

NOTED
G. S. PAXSON

RECEIVED
AUG 29 1962
OREGON
STATE HIGHWAY COMMISSION

3-12

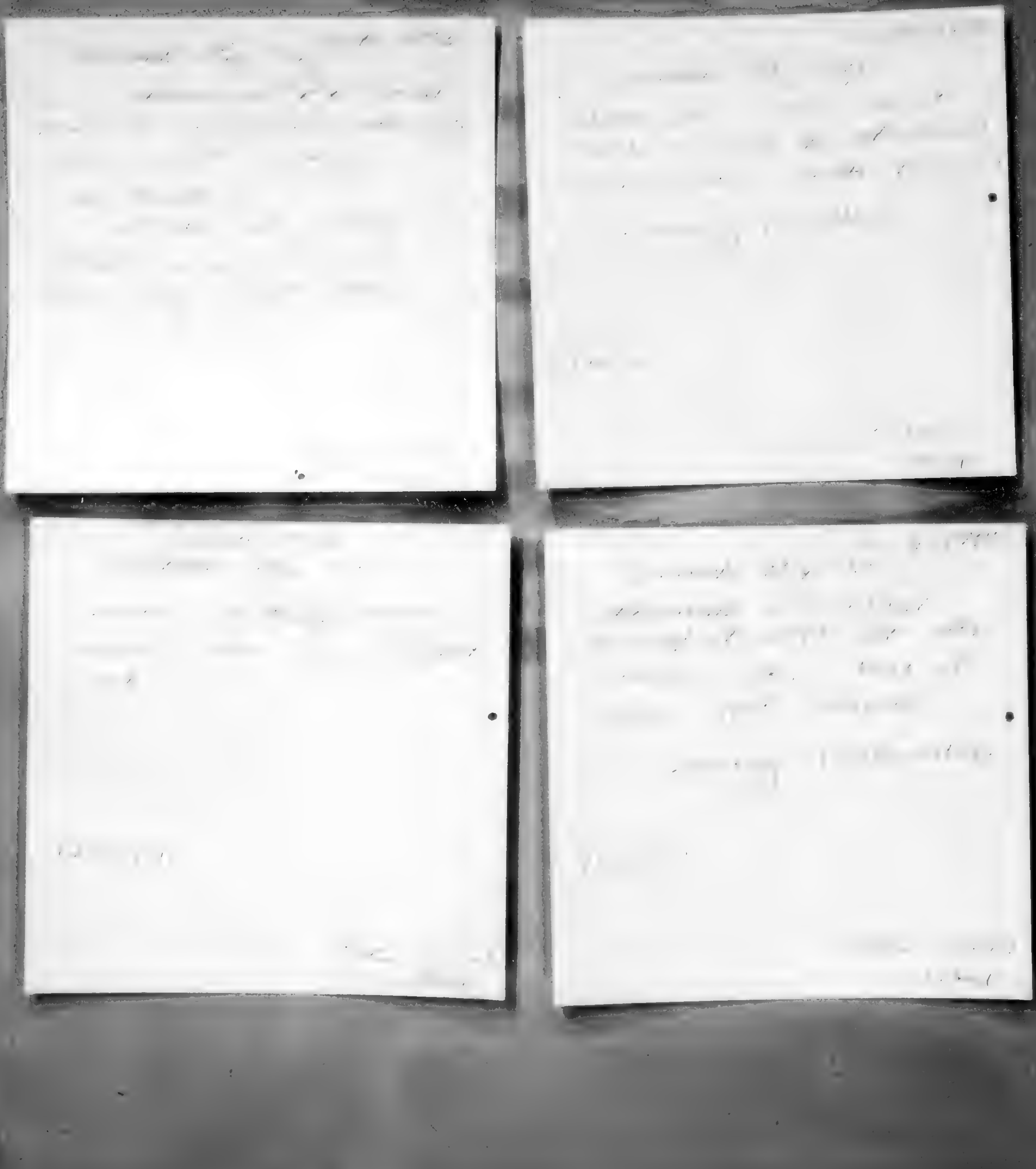
AUG • 62

AUG • 62

AUG • 62

AUG • 62

8-5-62



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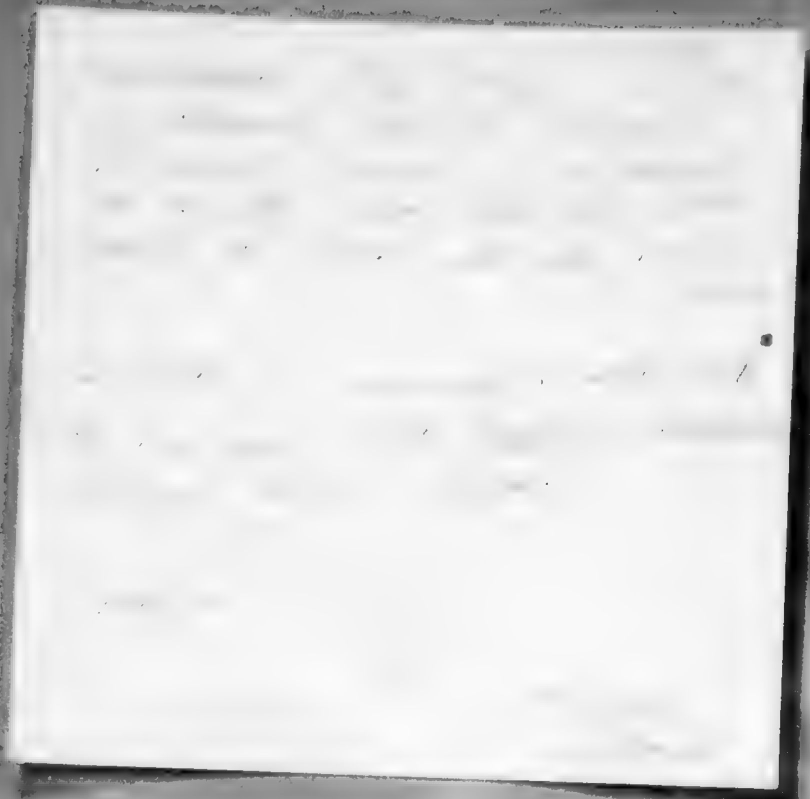
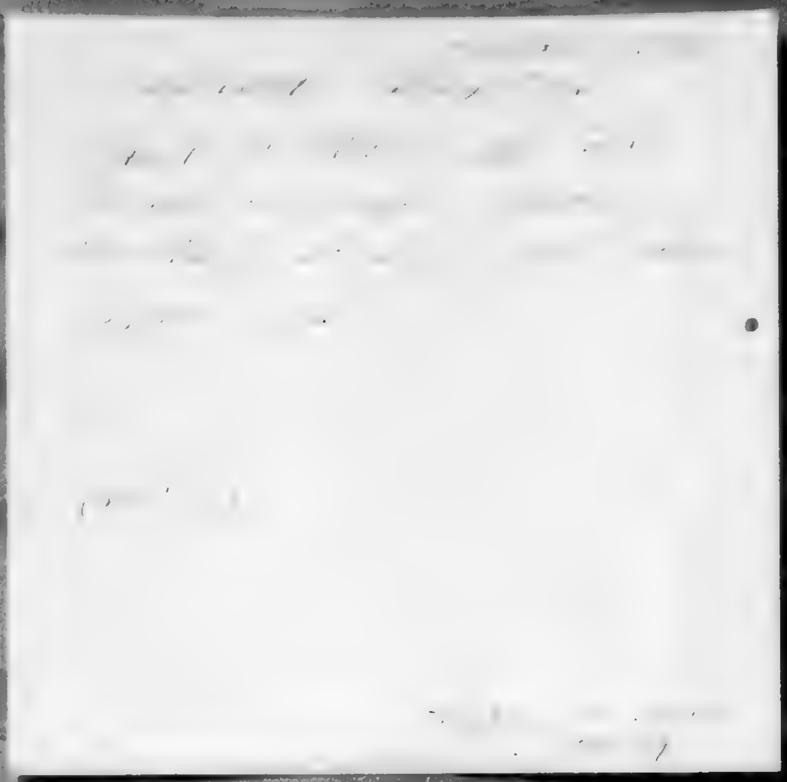
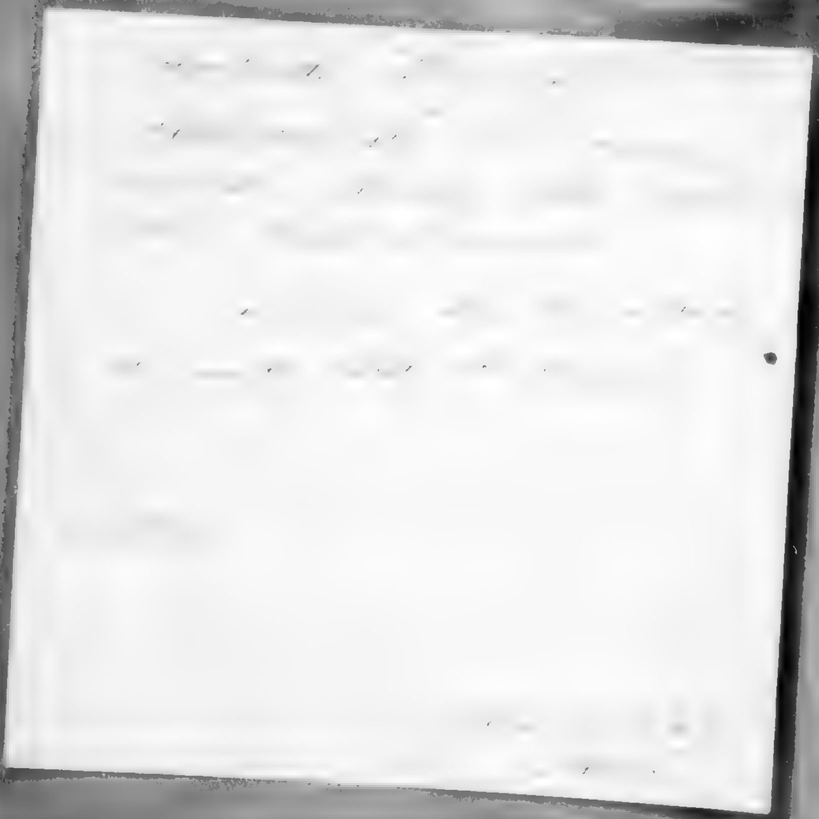
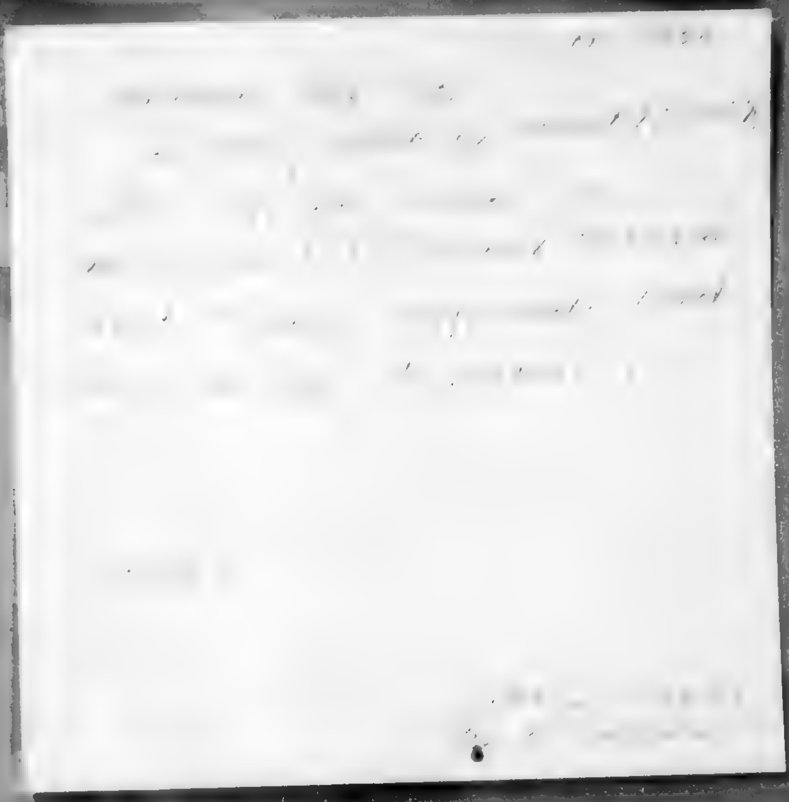
8-5-62









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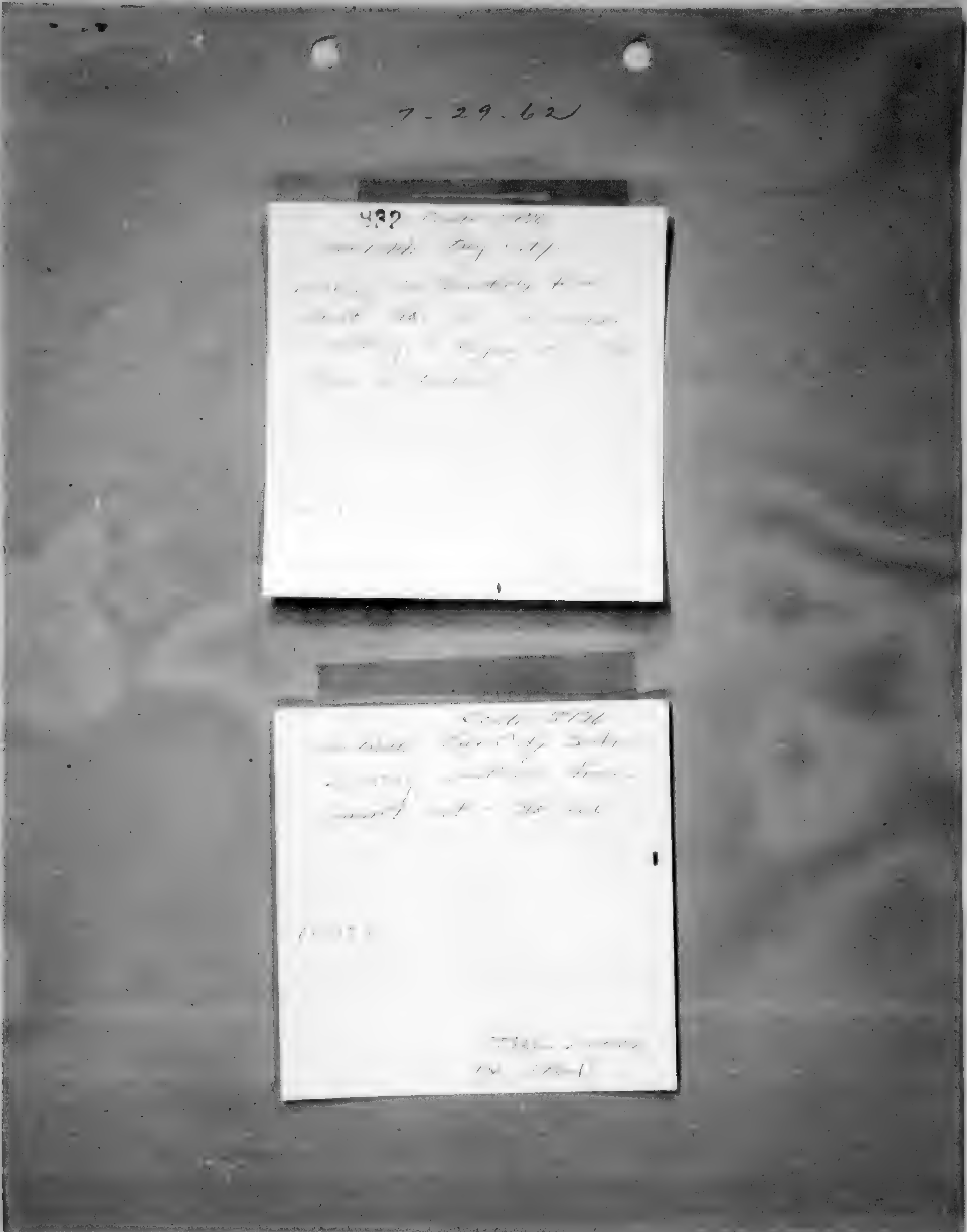
JUL • 62



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RECEIVED
JUL 25 1962
FOR FILING
5976

FORM [illegible] 100M 4-60

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 24, 1962

Fred N. Slate Co., and
E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Subject: Removal of Hobsonville Railroad Tunnel
Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 5976

Gentlemen:

It is my understanding that an agreement has been reached between you and the Southern Pacific Railroad Company in an alternate method of removing the Southern Pacific Railroad tunnel at Hobsonville Point in a manner other than specified in the subject contract.

The information I have received is that the Southern Pacific Company will close this section of their track from noon, Saturday, July 28, 1962, until approximately 2:00 p.m., Tuesday, July 31, 1962, and that during this time of shutdown you will entirely remove said tunnel.

This agreement seems very agreeable to us and we will go along with it providing you will abide by all the requirements of the railroad company pertaining to this matter and will guarantee the removal of the tunnel in the period specified. Also, furnish us with a letter wherein you assume all liabilities which might arise from this change and will save the State harmless from any claim arising therefrom.

NOTED
G. S. PAXSON

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AH
cc Mr. A. W. Kilborn
Mr. G. S. Paxson
Mr. F. D. Morgan
Mr. J. A. Bond

RECEIVED
JUL 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

2-62 RECEIVED
JUL 27 1962
FOR FILING
A. W. KILBORN
SUPERINTENDENT
5976

B-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
GMO 83082

July 24, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Confirming telephone conversation with Mr. Kennedy of our Engineering Department, work has been scheduled by contractors Slate & Hall to complete daylighting Tunnel 37 on Tillamook Branch during weekend of July 28 to July 31, 1962.

We will cease operations on portion of our line between Wheeler and Tillamook after passage of our train on Saturday, July 28 and line will be closed until approximately 2:00 PM on Tuesday, July 31, at which time contractor must have this area open for traffic.

Yours truly

A W Kilborn

NOTED
G. S. PAXSON

Copies to F. D. [illegible]
[illegible]

RECEIVED
JUL 25 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1962

FOR FILING

[illegible]

5976

July 23, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Garibaldi-Bay City Section
Oregon Coast Highway

Upon receipt of your letter of July 6 suggesting discontinuance of train traffic on your rail line on the above-captioned section for a long enough time to permit removal of the tunnel in one operation rather than by stages, we contacted our contractor and discussed the matter with him. I understand that representatives of your office were also in on the discussion.

Our contractor advises that he can completely remove the tunnel within three days, and by using the first three or the last three days of a week, it would add the advantage of Sunday as a margin of safety. With this in mind, we suggest the third week in August, either the first part of the week--the 19th to 22nd, inclusive-- or the last part of the week--the 23rd to 26th, inclusive. If this has your approval, please advise, and let me know which times you prefer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Slate-Hall
bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. J. D. Walker

FRED H. SLATE CO.
OREG. LTD.
7805 S. W. 40TH AVENUE
PORTLAND 19, OREGON
CHERRY 6-4217

SKILL, INTEGRITY RESPONSIBILITY

**SLATE-HALL**
GENERAL CONTRACTORS
*In reply address correspondence to:*

E. C. HALL CONSTRUCTION CO.
11655 S. W. BARBUR BLVD.
PORTLAND 23, OREGON
MERCURY 9-1116

11655 S. W. Barbur Blvd.

July 17, 1962

Mr. J. D. Walker,
Division Engineer
Oregon State Highway Department
State Highway Building,
Salem, Oregon:

RECEIVED
1962

Dear Sir:

Re: Garibaldi-Bay City
Contract No. 5976

After a discussion with the Southern Pacific Railroad Co., we believe that it would be mutually beneficial for all concerned to change the stage removal of the railroad tunnel to a complete stoppage of trains for a three day period.

This period was suggested by the Southern Pacific Co. as the longest time they would want to be out of service. We feel by using Sunday if necessary at the end of the three days we should be able to accomplish this removal within the stipulated time. Because of notifying shippers and getting the necessary concurrence from all parties, we think a good target date would be the third week in August and we would be agreeable to either the first or last of the week, which ever is better for the Railroad Co.

As this is a departure from our present requirements in our Contract, you may require a change order to take care of the legal end of this change. In which case, we will conform to all specification changes that you will require.

If this meets with your approval, we would appreciate an early processing of this change so that we may make the necessary changes in our schedule.

Yours very truly,

SLATE-HALL

Donald W. Hall
Donald W. Hall, Partner

DWH - b

J. G. [illegible]

FORM E-30X—30M—11-61—40231

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1962

SUBJECT: Garibaldi-Bay City Section

To: Mr. J. D. Walker
Division Engineer

OFFICE

A few days ago Assistant Division Engineer Asburry discussed the matter of changing the planned excavation of the railroad tunnel on this project. At that time he was under the impression that the railroad would allow a period of three days for performing the work during which time they would shut down their train operation. I believe that Mr. Asburry was going to pursue the matter further with the contractor in order to determine whether or not this proposed new method would be more expensive than the planned operation and, further, if the contractor could perform the work and get the train line opened in a three day period.

Please advise at an early date your findings in this matter.

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson ✓
R. L. Porter

RECEIVED
JUL 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 12 1962

FOR FILING

| |
|---|
| 7-129 (10) |
| |
| 2976 |

Salem, Oregon
July 11, 1962

Mr. F. D. Morgan
Construction Engineer
BUILDING

Herewith copy of a letter from the Southern Pacific Company suggesting the possibility of discontinuing rail service between Garibaldi and Bay City and demolishing the tunnel without the step procedure specified.

Will you please give me an estimate of the time, as requested in the Railroad's letter.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
attach.

cc Mr. R. L. Porter (with copy of SP letter)
Mr. J. D. Walker " " " " "

2-62 S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

July 6, 1962

IN REPLY PLEASE REFER TO
GMO 83082

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Referring to Oregon State Highway Department's relocation of Highway 101 between Garibaldi and Bay City:

This project involves daylighting of our Tunnel No. 37 near MP 848. Plans and specifications call for this tunnel to be daylighted in a four-stage step. However, it has now been suggested that possibly State, through contractor, would be agreeable to changing method and instead of reinforcing existing tunnel, we could possibly make arrangements for tying up of line for a short period of time, which would allow contractor to collapse tunnel and clean up area sufficiently to allow train traffic.

Please inform us length of time it will take contractor to open up line after tunnel has been collapsed, with idea of leaving a 10-ft. cover on tunnel prior to collapsing.

Yours truly

AWKilborn

Porter
Morgan
Winiker

RECEIVED
JUL 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1962

FOR FILING
7129(10)

5976

A

Salem, Oregon
July 12, 1962

File 32233 -
Hobsonville-Bay City Section
Oregon Coast Highway
Southern Pacific Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of an Indenture with the Southern Pacific Company covering their transaction at Bay City on the Hobsonville-Bay City Section of the Oregon Coast Highway in Tillamook County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

FORM E-30 50M [illegible] 36681

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
June 26, 1962

**SUBJECT:** File 32233
Hobsonville-Bay City Section
Oregon Coast Highway
Southern Pacific Company

**To:** Mr. Floyd Query, Secretary
State Highway Commission
OFFICE

On the Right of Way Resolution for June 29, we are presenting the Southern Pacific Company's transaction at Bay City on the Hobsonville-Bay City Section of the Oregon Coast Highway. If this item is approved on the Right of Way Resolution, the Highway Commission should sign the bilateral indenture prepared by the Southern Pacific Company and dated May 23, 1962, which is attached in triplicate.

In addition to the signatures of Southern Pacific Company, the indenture bears the approval of the Chief Counsel, and Deputy State Highway Engineer. The third and photocopy of the proposed indenture may be retained by you while we are processing the duplicate signed copy.

By letter of June 22, this office forwarded you a deed from the State to the Southern Pacific Company for two parcels in Bay City. That is also a part of the transaction, for which the State is receiving an $810 credit over and above the $8,531 to be paid into escrow.

When the document is fully signed, please return two copies to this office for further processing. We understand that Mr. Paxson is anxious to have these instruments signed at this Highway Commission meeting in order to complete this transaction.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:ls
attach: Indenture in
triplicate

cc: Mr. G. S. Paxson

RECEIVED
JUL 13 1962
FOR FILING

F 129(10)

5976

July 12, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering slope and drainage repair on the Garibaldi - Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 5976, in connection with Federal-Aid Project No. F-129(10), S-478(1).

This work is necessary to repair previously completed fills where small shear failures have appeared. These are foundation failures and are not the responsibility of the contractor.

This work has been verbally recommended for approval by the BPR Area Engineer and the Field was authorized to proceed July 3, 1962. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
JUL 13 1962
FOR FILING

5976

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1962

SUBJECT: Garibaldi-Bay City Section

To: Mr. J. D. Walker
Division Engineer

OFFICE

A few days ago Assistant Division Engineer Asburry discussed the matter of changing the planned excavation of the railroad tunnel on this project. At that time he was under the impression that the railroad would allow a period of three days for performing the work during which time they would shut down their train operation. I believe that Mr. Asburry was going to pursue the matter further with the contractor in order to determine whether or not this proposed new method would be more expensive than the planned operation and, further, if the contractor could perform the work and get the train line opened in a three day period.

Please advise at an early date your findings in this matter.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter

RECEIVED
JUL 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

• JUN • 62

• JUN • 62

• JUN • 62

• JUN • 62

6 22 62

Garibaldi - Bay City Contr. 5976
42" culv location @ Sta. 114+50

Taken 6-19-62
by J Bond

Garibaldi - Bay City Contr. 5976

36" culv. @ Sta. 150.

(430 cu.yd. of foundation
rock under it.)

Taken 6-19-62
by J. Bond

Garibaldi - Bay City Contr. 5976
Embankment foundation Exc.
Sta. 210 - 213.

Taken 6-18-62
by J. Bond

Garibaldi - Bay City Contr. 5976
42" culv. location @ Sta. 114+50
Dozer placing rip rap foundation

Taken 6-13-62
by R. Johnson

• JUN • 62

Garibaldi - Bay City Contr. 5976

42" culv. location @ Sta [illegible]+50

Dozer working on rip rap foundation. (Several feet fill put on over this & then excavated back down for pipe installation) See later picture after completion.

Taken 6-13-62
by R. Johnson

RECEIVED
JUN 25 1962
FOR FILING

5976

FORM [illegible]—50M—11-61—40231

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1962

To:

Mr. Floyd Query, Secretary
State Highway Commission
OFFICE

SUBJECT: Files 14597, 34701 & 32233
Bay City Section
Oregon Coast Highway
Southern Pacific Company

On the Right of Way Resolution for June 29, 1962, we are presenting a Southern Pacific Company transaction at Bay City under File 32233.

As a part of this transaction the State is to place in escrow this deed of two parcels to the Southern Pacific Company from the State Highway Commission. We attach in duplicate the proposed deed, which bears the approval of the Staff Attorney, Chief Counsel, and Deputy State Highway Engineer.

If the resolution item is approved, please have the Highway Commission, at their meeting of June 29, execute the original of this attached deed to the Southern Pacific Company. The duplicate copy may be retained by you for the Commission's records. The original should be returned to us for processing and completion of the escrow.

EARL F. SALING
Right of Way Office Manager

EFS:la
Attach: B & S Deed form
in duplicate

cc: Mr. G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JUN 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 22, 1962

File 32233
Hobsonville-Bay City Section
Oregon Coast Highway

Southern Pacific Company
Real Estate Department
65 Market Street
San Francisco 5, California

Attention: Mr. E. F. Widdas

Gentlemen:

In accordance with Mr. Paxson's instructions, we are placing the final details for the Southern Pacific Company--State Highway Commission transaction for the Bay City-Garibaldi project on the Oregon Coast Highway (Your Garibaldi O-5) on the Right of Way Resolution for approval by the Commission at its meeting of June 29.

We hope to forward to the Title and Trust Company of Tillamook, Oregon, the State's check for $8,531, together with the necessary instruments and escrow instructions, to close this transaction sometime shortly after the first of July.

This is being done in accordance with your letter of June 14, 1962, to the Title and Trust Company of Tillamook and your note thereon to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:lm

cc: Mr. G. S. Paxson

NOTED
[illegible]

RECEIVED
JUN 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1962
FORM E-90X 50M 7-60 29396
FOR FILING
F-12[illegible])
5976

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1962

SUBJECT: Utility Billing - Final Voucher
Oregon Project S-478 (1)
Pacific Northwest Bell

To:

Memorandum

An audit has been made of the Utility billing submitted by the Pacific Northwest Bell Company in accordance with the provisions of the approved secondary road plan.

The total amount of $7,495.42 as claimed by the Pacific Northwest Bell Company is approved for payment and claimed as eligible for Federal participation.

C H Maison

C. H. Maison
Auditor

cc: Bureau of Public Roads (3)
L. H. Young
Carl Smith
General Files

DFW:sr

[illegible]
F-12[illegible])
[illegible] 6-5-62

6-57

RECEIVED
[illegible] 3 1962
FOR FILING

S-2289-8

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

REAL ESTATE DEPARTMENT 7129(10)
E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER 5-9-76

IN REPLY PLEASE REFER TO
Garibaldi O-5

June 14, 1962

Title & Trust Co.
404 Pacific Avenue
Tillamook, Oregon

Attn: Mr. Richard J. Akers,
Vice President & Manager

Gentlemen:

Herewith deposited with you in escrow are the following:

1) Executed and acknowledged grant deed dated May 23, 1962, from Southern Pacific Company to State of Oregon, acting by and through its State Highway Commission, covering two parcels of land in the County of Tillamook, Oregon, as more particularly described therein.

2) Copy of proposed grant deed from State of Oregon, acting by and through its State Highway Commission, to Southern Pacific Company covering 1.5 acres, more or less, in Block 20, Fuller's Amended Addition to Bay City, County of Tillamook, Oregon.

Oregon State Highway Department is improving and realigning State Highway No. 101 along the Oregon coast between Tillamook and a point north of Garibaldi, and to accomplish this, will acquire two parcels of land having value of $8,564, listed in item one, and convey to railroad a parcel of land containing 1.5 acres, more or less, for consideration of $810, listed in item two.

NOTED
G. S. PAXSON

The original of the proposed grant deed referred to in item two is being forwarded to the State for execution and transmittal to you with escrow instructions.

It will be satisfactory to deliver to grantee the deed dated May 23, 1962, referred to in item one above, when the following instructions have been complied with:

1) When you hold original of grant deed referred to in item two above together with State's warrant in amount $7,754 representing difference in value between conveyance and acquisition deeds.

2) When you are in position to issue policy of title insurance in amount $800 showing title to property listed in item two above, vested in Southern Pacific Company free and clear of all encumbrances except those listed in your printed form.

Cost of policy of title insurance and recording fees may be deducted by you in your closing statement to Southern Pacific Company.

After the escrow is closed, executed grant deed referred to in item two above, should be forwarded to this office together with your policy of title insurance, as well as your closing statement in triplicate.

If this escrow is not closed on or before July 1, 1962, please let me know the reasons therefor, upon receipt of which we will issue further instructions.

Very truly yours,

cc: State of Oregon
State Highway Dept.
Salem 10, Oregon Attn: Mr. Forrest Cooper
State Highway Engineer

Gentlemen:

In connection with your Bay City-Garibaldi section of Oregon Coast Highway, Tillamook County R/W File 32233, attached are the following:

1) Duplicate counterparts of indenture dated May 23, 1962, between Southern Pacific Company and State of Oregon, acting by and through its Highway Commission, covering highway grade crossings, which has been revised and executed on behalf of Southern Pacific Company as requested in your letter April 27. ? 17 *

2) Copy of deed listed in item one.

Shall appreciate your arranging with Title Company for completion of this escrow.

Very truly yours,
E R Widdas
raw

* when executed on behalf of the Commission, one counterpart of indenture dated May 23, 1962, together with State's warrant in amount $777 as consideration for the slope easement, is to be forwarded to this office to complete this phase of the property transaction.

KNOW ALL MEN BY THESE PRESENTS:

That SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, for a valuable consideration, the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto STATE OF OREGON, acting by and through its State Highway Commission, its successors and assigns forever, the following described real property:

PARCEL 1

A parcel of land situate in the Northwest quarter of Section 27, and Lot 1 of Section 28 in Township 1 North, Range 10 West, Willamette Meridian, in the County of Tillamook, State of Oregon, described as follows:

A strip of land described secondly in deed dated February 11, 1909 between Pacific Railway and Navigation Company, and L. M. Alley and Olivia Alley, his wife, recorded February 17, 1909 in Book 9 of Deeds, page 537, Records of Tillamook County, described therein as "a strip of land 25 feet wide on either side of a line as located and staked out on the ground, more particularly described as follows:

"BEGINNING at the intersection of the center line of the Pacific Railway and Navigation Company's line as located and staked on the ground and the North boundary of the Samuel Elmore tract in Lot 2, Section 27, Township one North, Range 10 West, Willamette Meridian, and thence in a Northwesterly direction following a curve to the left of 1919 feet radius, 373.0 feet to Station 441+06.8 on the center line of the main line of the Pacific Railway & Navigation Company, as located and staked and the initial point of this description; thence in a Northwesterly direction following a curve to the left of 383.1 feet radius, 152.6 feet; thence North 69°02' West, 392 feet to the South boundary of the Miami Lumber Company's land a total distance of 544.60 feet, containing six-tenths of an acre" EXCEPTING THEREFROM that portion thereof lying Northeasterly of the Westerly line of the 100 foot wide strip of land, being fifty feet on each side of the center line of the main track now of the Southern Pacific Company as originally surveyed and located.

The net area of the land being described being 0.40 of an acre, more or less.

PARCEL 2

Being all that portion of Block 12 of First Water Front Addition to Bay City, in the City of Bay City, County of Tillamook, State of Oregon, lying northeasterly of and contiguous to the following described line:

BEGINNING at the point of intersection of the westerly line of said Block 12, being also in the easterly line of First Street of said City with a line that is parallel with and, 50.00 feet northeasterly, at right angles from the original located center line of main track, now of the Southern Pacific Company, Hillsboro to Tillamook, distant southerly, along said westerly line, 41.43 feet from the northwest corner of said Block 12, said parallel line intersecting the southerly line of said Block 12 at a distance of 20.88 feet westerly, measured along said southerly line, being also the northerly line of "C" Street, 60 feet wide of said City, containing an area of 25798 square feet, more or less.

Together with the underlying fee in the southerly half of "B" Street, (60 feet wide) and in 1st Street (60 feet wide) as said streets or portions thereof were vacated by Ordinance No.219 by the City of Bay City, dated May 24, 1937, extending westerly from the northerly prolongation of the easterly line of said Block 12 to the center line of said 1st Street, containing an area of 6900 square feet, more or less.

Subject to easements, covenants, conditions and restrictions of record.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and also all of its estate, right, title and interest at law and equity.

The premises herein described are hereby granted subject to that certain mortgage and deed of trust from Southern Pacific Company to National Bank of Commerce in New York (to which Morgan Guaranty Trust Company of New York is successor), dated March 1, 1927. Southern Pacific Company expressly covenants to cause said mortgage to be released and discharged within one (1) year from the delivery of this deed to State of Oregon, acting by and through its State Highway Commission, insofar as it affects the land herein described.

TO HAVE AND TO HOLD the above described and granted premises unto State of Oregon, acting by and through its State Highway Commission, its successors and assigns, forever. And Southern Pacific Company, the Grantor above named, does covenant to and with the above named Grantee, its successors and assigns, that it is lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances except the mortgage above referred to, and that it will, and its successors and assigns shall, warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whatsoever.

IN WITNESS WHEREOF, Southern Pacific Company has caused these presents to be executed by its proper officers thereunto duly authorized and its corporate seal to be hereunto affixed this _____ day of __________________, 1962.

SOUTHERN PACIFIC COMPANY

By___________________________
(Title)

Attest_______________________
Assistant Secretary

Form E-42—10M—12-60

OREGON STATE HIGHWAY DEPARTMENT

File No. 32233, 14597 and 34701

Sta.________ to Sta.________

# Final Report on Real Property Negotiations

Name of owner Southern Pacific Company
65 Market Street

Mail address San Francisco 5, California Phone No.________

Phone No.________

Purpose of purchase R/W & Easements OPTION EXPIRES________

Location of property Hobsonville-Bay City section of Oregon Coast Highway in Tillamook County.

Section 22, 27, 28 & 34, Twp. 1 N, Range 10 W

Section 3, Twp. 1 S, Range 10 W

City________ Block________ Lot________ Subdivision________

Street address of property________

How does taking of property affect balance of grantor's property?________ (Give details regarding dividing of tract, if appropriate)

Nature of property taken Purchased as a building site and two spur track sites. Easements are on existing railroad right of way, a considerable portion of which will be in the actual road bed of the highway.
(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of Sheet if necessary.)

| | |
|---|---|
| Land, 0.40 acre, 25,798 sq. ft. & 6,900 sq. ft. - - - - - - - - - - - - - - | $8,564.00 |
| Less 1.5 acres being conveyed by State to Railroad (Blk 20) - - - - - - | 810.00 |
| Money to be paid to Railroad for property conveyed | $7,754.00 |
| Plus 8 slope easements of 1.63 and 0.36 acre; 470, 6980, 4580, 310, 20,179 and 4,287 sq. ft. (To be conveyed by Southern Pacific Company and Highway Department's bilateral indenture of May 23, 1962) (IF APPROVED, SIGN INDENTURE) | $ 777.00 |
| Total Consideration to be paid Southern Pacific Company | $8,531.00 |

NOTE: At Southern Pacific Company's request, money is to be paid to Title and Trust Company of Tillamook County, as escrow agent.

| | | | |
|---|---|---|---|
| Appraisals: | $ 7754 | By Bob Priess Feb. 1961 | Amount approved for negotiation $________ |
| Staff | $________ | ________ | |
| and | $________ | ________ | |
| Fee | $________ | ________ | By________ Review Appraiser |

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☒

General remarks Mr. Priess' appraisal made on original descriptions for purchase of one parcel and granting of 8 easements. Railroad deeding two parcels and due to change of descriptions granting 8 slope easements, 2 crossing easements, plus daylighting of tunnel
(Give such general explanation as you desire to support settlement)

How is evidence of title to be handled? Railroad pays all fees.

Settlement recommended:

________ Right of Way Supervisor Date________ Signed: G. S. Paxson
~~Right of Way Agent~~
Deputy State Highway Engineer

________ Date________ Dated:________

# Final Report on Real Property Negotiations

Name of owner Southern Pacific Company

65 Market Street

Mail address San Francisco 5, California Phone No.

Phone No.

Purpose of purchase R/W & Easements OPTION EXPIRES

Location of property Hobsonville-Bay City section of

Oregon Coast Highway in Tillamook County.

Section 22, 27 28 & 34, Twp. 1 N, Range 10 W

Section 3, Twp. 1 S, Range 10 W

City Block Lot Subdivision

Street address of property

How does taking of property affect balance of grantor's property?

(Give details regarding dividing of tract, if appropriate)

Nature of property taken Purchased as a building site and two spur track sites. Easements are on existing railroad right of way, a considerable portion of which will be in the actual road bed of the highway.

(Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of Sheet if necessary.)

| | |
|---|---|
| Land, 0.40 acre, 25,798 sq. ft. & 6,900 sq. ft. - - - - - - - - - - - - - - | $8,564.00 |
| Less 1.5 acres being conveyed by State to Railroad (Blk 20) - - - - - - | 810.00 |
| Money to be paid to Railroad for property conveyed | $7,754.00 |
| Plus 8 slope easements of 1.63 and 0.36 acre; 470, 6980, 4580, 310, 20,179 and 4,287 sq. ft. (To be conveyed by Southern Pacific Company and Highway Department's bilateral indenture of May 23, 1962) (IF APPROVED, SIGN INDENTURE) | $ 777.00 |
| Total Consideration to be paid Southern Pacific Company | $8,531.00 |

NOTE: At Southern Pacific Company's request, money is to be paid to Title and Trust Company of Tillamook County, as escrow agent.

| | | | | |
|---|---|---|---|---|
| Appraisals: | $ 7754 | By Bob Friess Feb. 1961 | Amount approved for negotiation $ | |
| Staff | $ | | | |
| and | $ | | | |
| Fee | $ | | By | Review Appraiser |

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☒

General remarks Mr. Friess' appraisal made on original descriptions for purchase of one parcel and granting of 8 easements. Railroad deeding two parcels and due to change of descriptions granting 8 slope easements, 2 crossing easements, plus daylighting of tunnel

(Give such general explanation as you desire to support settlement)

How is evidence of title to be handled? Railroad pays all fees.

Settlement recommended:

Right of Way Supervisor Date

Signed: G. E. Paxson

~~Right of Way Agent~~

Deputy State Highway Engineer

Right of Way Engineer Date

Dated:

Authorized by Commission: Date

6-29-62

41

MAY 62

MAY 62

MAY 62

5 27 122

Garibaldi- Bay City, Contr. 5976

Looking Northerly toward Hobsonville rk cut from new fill. Sta. 149.

Taken 5-18-62
J. Bond

---

Garibaldi- Bay City , Contr. 5976

Looking southerly along East side of new fill at edge of Tillamook Bay.
Sta. 146. Fill is about 3' below grade & has gone through several high tides.

Taken 5-18-62
J. Bond

---

Garibaldi - Bay City. Contr. 5976
Looking southerly from South end of Hobsonville cut Sta. 45
Loose rip rap going on over stone blanket. - (This not up to grade by about 3')

Taken 5-18-62
J. Bond

MAY · 62

MAY · 62

MAY · 62

5-7-62

Garibaldi Bay City Contr. 5976
looking westerly at west side
of Hobsonville Point cut Sta.
140 (3:1 slope.)

Taken 5-7-62
J. Bond

Garibaldi - Bay City, Contr. 5976
Miami Quarry, after coyote
shot. Source of rip rap.
(Arrow indicates rock driller.)

Taken 5-7-62
J. Bond

Garibaldi - Bay City, Contr. 5976
Looking southwesterly across
Bay City cut. Sta 220 after
shooting sandstone.

Taken 5-7-62
J. Bond

RECEIVED
AY 11 1962
FOR FILING

F-129 (10)

A. W. KILBORN
SUPERINTENDENT

5976

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
GMO 83082
O-PD-60-27

May 10, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to Mr. Williamson's letter May 1, relative to exchange of property in connection with relocation of Highway 101, Bay City - Garibaldi:

Herewith copy of description of property as stated in Mr. Williamson's letter. Contact was made by Mr. Kendrew of our Engineering Department, leaving print and additional descriptions for your checking and approval.

Please advise proper description to be used in this transaction.

Yours truly

Saling with description 5-11-62

RECEIVED
MAY 14 1962
FOR FILING

F-[illegible]

5976

Salem, Oregon
May 8, 1962

Bay City-Garibaldi Section
Oregon Coast Highway

Mr. E. F. Saling
Right of Way Department
BUILDING

I am attaching copies of two descriptions and a map which the Southern Pacific Company has prepared, covering the property we are to acquire and deed to the Railroad in lieu of another area which it is deeding to us. The area we are deeding to the Railroad is shown in red on the map.

Southern Pacific is still holding out for a metes and bounds description of the property. One of these descriptions covers the property in Block 20 and the other covers the small triangular piece lying to the east of Block 20. If, in your opinion, these descriptions adequately cover the property which we intend to deed to the Railroad, I would suggest that we use them rather than argue the matter any longer with the Southern Pacific Company.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

RECEIVED
MAY 7 1962
FOR FILING
F 137 (10)
5976

May 2, 1962

Mr. E. F. Widdes, Manager
Real Estate Department
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County
R/W File 34233

As requested in your letter of April 27, I enclose the duplicate counterpart of the proposed indenture between the Southern Pacific Company and the State granting easement for grade crossings and slope encroachment in the above-captioned section.

In this connection, I call your attention also to my letter of April 17 concerning this same section and the proposed description for property which the State is to transfer to the Railroad Company in Block 20, Bay City. This had to do with the form of deed which you submitted as Item 2 in your letter of March 22. Your comment on our proposal for the revision of the description of this property would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.
cc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. Earl Saling

RECEIVED
MAY 7 1962
FOR FILING
F-[illegible]
5976

May 2, 1962

Mr. E. F. Widdas, Manager
Real Estate Department
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County
R/W File 32233

As requested in your letter of April 27, I enclose the duplicate counterpart of the proposed indenture between the Southern Pacific Company and the State granting easement for grade crossings and slope encroachment in the above-captioned section.

In this connection, I call your attention also to my letter of April 17 concerning this same section and the proposed description for property which the State is to transfer to the Railroad Company in Block 20, Bay City. This had to do with the form of deed which you submitted as Item 2 in your letter of March 22. Your comment on our proposal for the revision of the description of this property would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
enc.
cc Mr. Forrest Cooper
Mr. W. T. Wright
Mr. Earl Saling

4-59

S-2289

22237

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

REAL ESTATE DEPARTMENT

E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER

IN REPLY PLEASE REFER TO
Garibaldi 0-5

April 27, 1962

Mr. Forrest Cooper
State Highway Engineer,
Oregon State Highway Dept.
Salem, Oregon

Attn: Mr. G.S. Paxson,
Deputy State Highway Engineer

Gentlemen:

This refers to your Projects S-478(1) and F-129(10) relative proposed highway construction between Garibaldi and Bay City by the State of Oregon.

With my letter of March 22 forwarded to you duplicate counterparts and one additional copy of proposed indenture from Southern Pacific Company to State of Oregon for grade crossings and slope encroachments over various parcels of land in Tillamook County. Your letter of April 17 recommended revision to Article 5 and returned only the original counterpart of this agreement. In order that we may revise both counterparts of proposed agreement, would appreciate your returning the duplicate counterpart to this office, following which we will handle for execution on behalf of the company and forward both counterparts to you for similar action on behalf of the State.

Very truly yours,

E. F. Widdas RPB

RECEIVED
MAY - 2 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 1962
~~FOR FILING~~

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
~~R. C. NISSEN~~
~~ASSISTANT CHIEF ENGINEER~~
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

5976

IN REPLY PLEASE REFER TO
911/323
0-PD-60-27

May 1, 1962

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: Mr. G. S. Paxson, Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of April 17 to Mr. E. F. Widdas, Manager of Real Estate Department, which concerned in particular the proposed deed from State to Railroad covering property at Bay City in connection with highway construction at that location.

We have rewritten the description to be used in this document in line with the suggestions made in your letter. Two copies of the description are being forwarded to Mr. Kilborn along with a copy of this letter, and we are requesting him to furnish you with a copy of the description and also to see that the description is reviewed by a title company to get their report of any encumbrances that may be in effect on the property involved. It would be appreciated if you would assist Mr. Kilborn's representative in getting a title company review.

Yours very truly,

HM Williamson
D

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OREGON
STATE HIGHWAY COMMISSION

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FORM E-30X—90M—11-61—40231

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1962

**SUBJECT:** File 14597
Bay City Section
Oregon Coast Highway
Tillamook County

**To:**

Mr. James R. Kuhn
Staff Attorney
OFFICE

Please obtain title information on the triangular parcel of property, if the same exists, between Block 20, Fuller's Amended Addition to Bay City and the westerly right of way line of the Southern Pacific Railroad, the triangle to be bounded on the south by Tillamook County Road.

A copy of this letter is being forwarded to Floyd Scott for the description we understand you need for ordering the title information.

If you anticipate that it will take two to three weeks, or perhaps a month, to obtain this title information, Mr. Paxson requests that someone from the Highway Department pick up the title information from the title company or the county records.

EFS:ls

EARL F. SALING
Right of Way Office Manager

cc: Mr. G. S. Paxson

Mr. Frank Morgan
Attn: Mr. Floyd Scott

NG
G. S. P.

April 17, 1962

Mr. R. F. Widdoe, Manager
Real Estate Department
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Under date of March 22, you submitted to us copies of deed and indenture conveying property in Tillamook from the Southern Pacific Company to the State, and copy of a draft of Bargain and Sale deed from the State to the Southern Pacific Company covering property in Bay City. The conveyances from the railroad company to the State cover the areas required and are in satisfactory form except that to Article 5 of the printed provision should be added 'subject to any applicable legislative enactments concerning the same'. This is an addition used in all previous indentures. The deed from the State to the railroad company is in satisfactory form but we disagree with the description used.

It is the intention that we should transfer to the railroad company all that portion of Block 20 of Fuller's Amended Addition, First Water Front Addition to Bay City, which lies southwesterly of the Southern Pacific Company's right of way. You have written a description covering lots within this block but have not included a small triangular section lying adjacent to the ends of lots 7, 8, and 9. You have also referred to 4th Street, which is not part of the official plat of Bay City. This was an un-named county road which was vacated by the County under Ordinance No. 524, recorded on July 26, 1961, in Book 1, Page 341, of the County Court Journal.

We would suggest that the following description be used in lieu of the description included in the draft of the deed:

> That portion of said Block 20 lying southwesterly of the right of way of the Southern Pacific Company, together with that portion of the County Road vacated under Ordinance No. 524, recorded July 26, 1961, in Book 1, Page 341, of County Court Journal, appurtenant thereto.

Attached is a sketch map showing the property in question and you will also note that there is a triangular parcel east of Lots 13, 14, and 15. This triangular parcel is necessary for your operations and it is our intention to furnish it to you. We are not yet in position to furnish you title for this small parcel, and we are having considerable difficulty even in finding who it belongs to. As soon as this matter is cleared up, we will include this parcel in the deed covering the area in Block 20.

I return herewith a copy of the easement indenture, the deed from the Railroad to the State and the deed from the State to the Railroad, which you sent us. I also attach a copy of a proposed substitute containing our suggested description revision.

I see no reason to go through escrow with the deeds. When our deed is ready, we will have it executed and sent to you, and suggest you do the same.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.

cc Mr. E. M. Williamson
Mr. A. W. Kilborn

Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. W. T. Wright

FORM E-30 50M 11-61 40230

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1962

**SUBJECT:** Bay City-Garibaldi Section
Oregon Coast Highway
Southern Pacific Company Agreement
File Nos. 14597 & 32233

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Pursuant to your letter of April 4, 1962, the attached indenture and deed from the Southern Pacific Company to the Highway Department have been checked and are herewith returned, signed by the Chief Counsel approving them as to form.

The description department was of the opinion that the description in the copy of the deed from State to Southern Pacific Company was inadequate to properly describe all the land to be conveyed to the railroad and suggested that the description thereon be changed. In accordance with the suggestion of Mr. Rounds, the deed has been redrafted containing the description which is deemed adequate by our description department. In other respects the deed is identical to the copy sent to us by the railroad.

Extra copies of the deed from State to railroad are enclosed for the files and for Mr. Query's office.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: Earl Saling

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OFFICE OF
STATE HIGHWAY ENGINEER

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

# DESCRIPTION OF METES AND BOUNDS

14597
23-10-12

Purchase ( ) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( x ) ............ (Other)

USE: R/W ( ) St. Pile ( ) Material Source ( ) Park ( ) Maint. ( ) ............ (Other)

Description prepared by ...... RR ......, ...... 4-10-62 (Date) ; (State Purpose ............)

Owner State of Oregon, by & through it's State Highway Commission ............

Hobsonville - Bay City ...... Section, Oregon Coast ...... Highway.

A parcel of land lying in ~~the~~ Block 20, Fuller's Amended Addition to Bay City, ......

~~of Section~~ ............ ~~Township~~ ~~............ Range ............ W. M.~~

Tillamook County, Oregon, ~~and being a portion of that property described in that certain deed to~~ ............,

~~recorded in Book~~ ...... ~~Page~~ ...... ~~of~~ ............ ~~County Record of Deeds;~~

the said parcel being ~~described as follows:~~

that portion of said Block 20 lying Southeasterly of the R/W of the Southern Pacific Company, together with that portion of the County Road vacated under Ordinance No. 524, recorded July 26, 1961, in Book 1, Page 341 of County Court Journal, appurtenant thereto.

~~Bearings used herein are based upon the Oregon Co-ordinate System, North-South Zone.~~

The parcel of land to which this description applies contains ...... 1.1 ...... acres, ~~of which~~ more or less.

~~............ acres lie within the existing right of way, title to which hereby is acknowledged to be in the public and ............ acres lie outside of the existing right of way.~~

State Printing [illegible]

FORM E-30 50M 3-61 34397

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1962

SUBJECT: Southern Pacific Company
Hobsonville - Bay City Section
Oregon Coast Highway
Tillamook County

To: Mr. G. S. Paxson
Deputy Highway Engineer
Office

Attached is an indenture and proposed deed from the R.R. Co. to the State and a proposed deed from the State to the R.R. Co. which were prepared by the Southern Pacific Company and which have been examined by this office per your request of April 4, 1962.

We find the conveyances from the R.R. Co. to the State covers the areas required for our construction. However, the proposed deed description from the State to the R.R. Co. is objectionable for the following reasons:

1. The quoting of Lots and portions of Lots to be conveyed is superfluous and, as the attached print (traced from the R.R. Co. map) indicates, does not convey all of the Block Southwesterly of their R/W line.

2. The designation of "4th St." cannot be verified. There is an un-named road shown on the plat, which has been vacated, consequently the portion of the road adjacent to the R.R. R/W belongs to them and cannot be included in our conveyance.

Attached is a suggested description which we, and our Title Section, feel more adequately covers the property we are to convey.

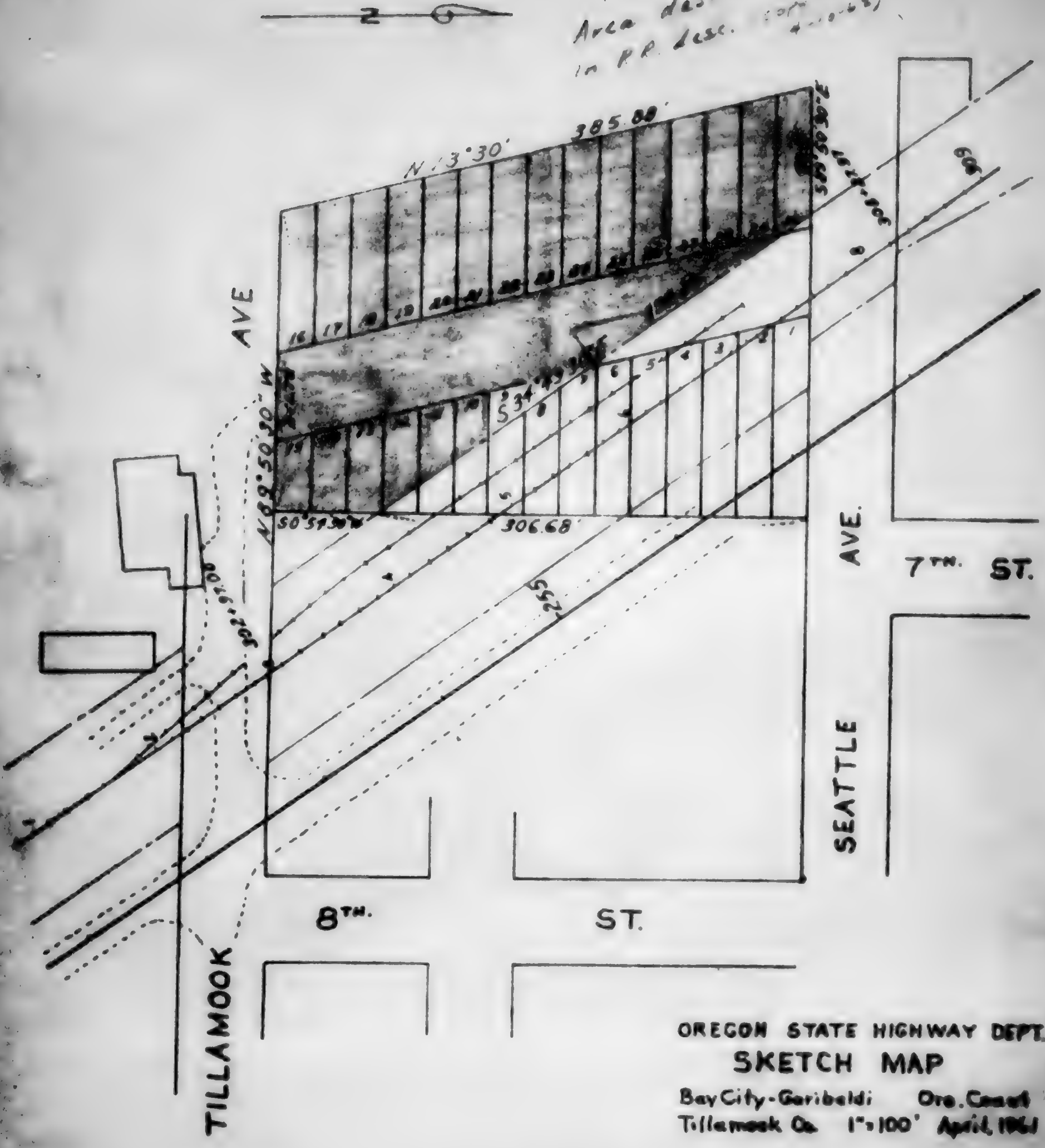
Frank D. Morgan
Construction Engineer

By B B Klaboe
B. B. Klaboe
Assistant Const. Engineer

Attach.

FOS:lw

OFFICE OF
STATE HIGH [illegible]


N
Area described in P.R. desc. (copy in Possession 4-10-62)
385.88
N 13°30'
S 89°50'30" E
S 34°43'30" E
N 89°50'30" W
S0°51'30"W
306.68
S02°31'00"
255
60
16
17
18
19
20
21
1
2
3
4
5
6
7
8
AVE
TILLAMOOK
8TH.
ST.
SEATTLE
AVE.
7TH.
ST.

**OREGON STATE HIGHWAY DEPT.**

## SKETCH MAP

Bay City-Garibaldi Ore. Coast
Tillamook Co. 1"=100' April, 1961

14597

Vacation
Resolution #524 of the Tillamook Co Court
recorded in Bk 1, Pg. 341, County Court Journal

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Salem, Oregon
April 4, 1962

Bay City-Garibaldi Section
Oregon Coast Highway

Mr. Fred Klaboe
Assistant Construction Engineer
BUILDING

Herewith copy of a letter from the Southern Pacific Company, an indenture covering Southern Pacific right of way upon which we are granted permits for slope easements and a grade crossing, and copies of proposed deeds transferring property from the State to the Railroad Company and from the Railroad Company to the State, all in connection with the Bay City-Garibaldi Section of the Oregon Coast Highway.

Will you please examine these documents and make sure they cover the property which we will need for this project. These are original copies which must go to the Commission eventually for its approval and I must have them back when you have completed your examination.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. L. I. Lindas - Please note the above letter to Mr. Klaboe in connection with the right of way transfers between the State and Southern Pacific Company on subject section. Will you please examine the attached copies of these deeds and indenture as to their proper form.

4-59 8-2289

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

REAL ESTATE DEPARTMENT

E. F. WIDDAS
MANAGER
R. P. BRAY
ASSISTANT MANAGER
V. A. WOLFE
ASSISTANT TO MANAGER

IN REPLY PLEASE REFER TO
Garibaldi O-5

March 22, 1962

Mr. W.C. Williams
State Highway Engineer,
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G.S. Paxson, Assistant State Highway Engineer

Gentlemen:

This refers to your Project S-478(1) and F-129(10) relative proposed highway construction between Garibaldi and Bay City by the State of Oregon.

Documents relating to exchange of lands and grant of easement rights in connection with this project have been prepared by Southern Pacific Company and am sending you herewith the following:

1) Copy of proposed grant deed from Southern Pacific Co. to State of Oregon covering two parcels of land in Tillamook County containing respectively 0.40 of an acre and 25,798 sq.ft.(together with underlying fee in the southerly half of "B" Street and in 1st Street containing 6900 sq.ft.), more or less.

2) Original and one copy of draft of bargain and sale deed from State of Oregon to Southern Pacific Co. covering certain lots and 4th street in Bay City, Tillamook County, containing 1.47 acres, more or less.

3) Duplicate counterparts and one additional copy of proposed indenture from Southern Pacific Co. to State of Oregon for grade crossings and slope encroachments over various parcels of land in Tillamook County.

If these instruments are satisfactory to the State and you will so advise, we will arrange for execution of item 1 on behalf of Southern Pacific Company. Item 2 is to be executed on behalf of the State of Oregon and placed in escrow with title company of your choice. Item 3 is to be executed on behalf of the State of Oregon and returned to this office for similar action on behalf of Southern Pacific Co., after which we will deposit in escrow executed counterparts of items 1 and 3 together with our instructions to complete the exchange transaction.

Very truly yours,

E.F. Widdas RPB

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5976

March 28, 1962

Western Union Telegraph Company
125 - 12th Street
Oakland, California

Attention: Mr. F. L. Sulloway

Re: Telegraph Line Adjustment
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Project Nos: F-129(10); S-478(1)

Gentlemen:

In reply to your letter of January 17, 1962, requesting 45-days notice prior to the date desired for the completion of the moving of your facilities on this project, it is anticipated that the contractor will be working in the area of the tunnel cut of this project about May 15, 1962. The project is such now that the relocation of your line can be started at any time.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

NOTED
G. S. PAXSON

FWS:bjh

cc: G. S. Paxson
R. L. Porter
J. D. Walker
John Bond

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APR 4 1962

5976

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 23, 1962

Tillamook Peoples Utility District
906 Main Avenue
Tillamook, Oregon

Attention: Mr. Jack Madison

Re: Power Line Adjustment
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Project F-129(10); S-478(1)

Gentlemen:

Your estimate for the adjustment of your facility on the above section has been approved by the State in accordance with our agreement of February 23, 1962, and noted in our memorandum to files of February 23, 1962. You are hereby authorized to proceed with the work as of October 4, 1961.

Very truly yours,

F. D. Morgan
Construction Engineer

By T.W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
R. D. Porter
L. H. Young
J. D. Walker
John Bond
C. H. Maison

NOTED
G. S. PAXSON

MAR 1962
STATE

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1962

SUBJECT: Power Line Adjustment
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Project F-129(10); S-478(1)

To: Mr. J. D. Walker
Division Engineer

OFFICE

In response to your letter of March 9, 1962, please prepare and submit a State Force Order for the estimate submitted to you by the Tillamook Peoples Utility District on March 1, 1962.

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson ✓

NOTED
G. S. PAXSON

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MAR [illegible] 1962
STATE [illegible]

KL - 3/13/62 - VII - 911/322

11-60

C.S. 7362

**This Indenture,** made this day of , 19 , by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware,

herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission,

herein called "Grantee."

**Witnesseth:**

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use highway grade crossings upon and across the following described real property, as shown on the prints of Railroad's Portland Division Drawings A-2284 and C-98, Sheet 2, attached and made parts hereof.

**PARCEL A**

That portion of the land, now of the Southern Pacific Company, situate in Lot 7 and Lot 8 in Section 22, Township 1 North, Range 10 West, Willamette Meridian, in the County of Tillamook, State of Oregon, lying between lines at right angles and/or radially from the original located center line of main track, now of said Company's Tillamook Branch at Engineer Station 475+33 P.O.C. and Engineer Station 478+30 P.O.C. respectively and between lines parallel and concentric with and 50.00 feet on each side of said located center line.

The above described parcel of land contains an area of 0.68 of an acre, more or less.

**PARCEL B**

Being that portion of Block 12 of First Water Front Addition to Bay City, within the land 100 feet wide, now of the Southern Pacific Company in the County of Tillamook, State of Oregon, described as follows:

BEGINNING at a point in the southerly line of said Block 12, distant West, 20.88 feet thereon from the southeast corner of said Block 12; thence West, along the aforesaid southerly line, being also in the northerly line of "C" Street of Bay City, 75.43 feet to a point in the original located center line of main track, Hillsboro to Tillamook, now of said Company; thence northwesterly, along said center line, 5.90 feet; thence northeasterly, at right angles from said located center line, 50.00 feet; thence southeasterly, parallel with and 50 feet northeasterly at right angles, from said located center line, 62.38 feet to the point of beginning, containing an area of 1707 square feet, more or less.

Railroad further grants to Grantee the right to construct, reconstruct, maintain and use slopes for highway purposes upon and across the following described property, as shown on prints of Railroad's Portland Division Drawings Nos.B-452, A-2323 and C-98, Sheet 2, and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware,

herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission,

herein called "Grantee."

**Witnesseth:**

1. That Railroad hereby grants to Grantee the right to construct, reconstruct, maintain and use highway grade crossings upon and across the following described real property, as shown on the prints of Railroad's Portland Division Drawings A-2284 and C-98, Sheet 2, attached and made parts hereof.

PARCEL A

That portion of the land, now of the Southern Pacific Company, situate in Lot 7 and Lot 8 in Section 22, Township 1 North, Range 10 West, Willamette Meridian, in the County of Tillamook, State of Oregon, lying between lines at right angles and/or radially from the original located center line of main track, now of said Company's Tillamook Branch at Engineer Station 475+33 P.O.C. and Engineer Station 478+30 P.O.C. respectively and between lines parallel and concentric with and 50.00 feet on each side of said located center line.

The above described parcel of land contains an area of 0.68 of an acre, more or less.

PARCEL B

Being that portion of Block 12 of First Water Front Addition to Bay City, within the land 100 feet wide, now of the Southern Pacific Company in the County of Tillamook, State of Oregon, described as follows:

BEGINNING at a point in the southerly line of said Block 12, distant West, 20.88 feet thereon from the southeast corner of said Block 12; thence West, along the aforesaid southerly line, being also in the northerly line of "C" Street of Bay City, 75.43 feet to a point in the original located center line of main track, Hillsboro to Tillamook, now of said Company; thence northwesterly, along said center line, 5.90 feet; thence northeasterly, at right angles from said located center line, 50.00 feet; thence southeasterly, parallel with and 50 feet northeasterly at right angles, from said located center line, 62.38 feet to the point of beginning, containing an area of 1707 square feet, more or less.

Railroad further grants to Grantee the right to construct, reconstruct, maintain and use slopes for highway purposes upon and across the following described property, as shown on prints of Railroad's Portland Division Drawings Nos. B-452, A-2323 and C-98, Sheet 2, attached and made parts hereof:

Being all those portions of the land, now of the Southern Pacific Company lying and being in the City of Bay City, County of Tillamook, State of Oregon, described as follows:

**PARCEL 1**

That portion of the land, 100.00 feet wide, now of the Southern Pacific Company, situate in the Southwest quarter of Section 22, and in Lots 1 and 2 of Section 27 in Township 1 North, Range 10 West, Willamette Meridian, in the County of Tillamook, State of Oregon, lying between the generally westerly line of said land and Northwesterly and Southwesterly of the following described line:

BEGINNING for said line at a point in a radial line bearing North 72°01'46" West, 30.00 feet from the original located center line of main track of said Company at or near Engineer Station 471+10.0; being also radially Southeasterly from or near Engineer Station $L_2$-115+50 P.O.C. in the survey line of the Oregon State Highway Department's Survey of the Garibaldi-Bay City Section of Oregon Coast Highway; thence Southwesterly, along a curve to the right of a radius of 1402.47 feet; through an angle of 11°52'46", from a tangent that bears South 17°58'14" West, at last mentioned point, an arc distance of 290.78 feet to a point in a radial line bearing North 60°09'00" West, 30.00 feet from said center line of main track at Engineer Station 468+13.0 C.C.; thence South 29°51'00" West, tangent to last described curve at last mentioned point, 34.53 feet, and South 31°39' West, 54.53 feet to a point that is 30.00 feet northwesterly, at right angles to said center line at Engineer Station 467+23.0 B.C.T.2; thence continuing South 31°39' West, parallel with and 30.00 feet Northwesterly from said center line, 363.26 feet and South 36°09'00" West, 53.85 feet to a point in a radial line bearing North 54°51'00" West, 30.00 feet from said center line at Engineer Station 463+03.6 C.C.T.2; thence South 54°51' East, along last said radial line, 10.00 feet to a point that is 20.00 feet Northwesterly, measured radially from said center line at Engineer Station 463+03.6 C.C.T.2; thence Southwesterly, along a curve to the right of a radius of 935.04 feet through an angle of 12°15'00" from a tangent that bears South 36°09' West, from last mentioned point, an arc distance of 199.92 feet to a point in a radial line bearing North 41°36'00" West, 20.00 feet from said center line at Engineer Station 460+99.4 C.C.; thence South 48°24' West, tangent to last described curve at last mentinned point, 54.25 feet; thence South 52°54' West, parallel with and 20.00 feet Northwesterly, at right angles from said center line of main track, 617.57 feet and South 48°24' West, 55.82 feet to a point in a radial line bearing North 41°36'00" West, 20.00 feet from said center line at Engineer Station 453+71.9 C.C.T.2; thence Southwesterly, along a curve to the left of a radius of 975.04 feet, through an angle of 25°05'51" from a tangent that is the last described course at last mentioned point, an arc distance of 427.10 feet to a point in a radial line, bearing North 66°41'51" West, 20.00 feet from said center line at Engineer Station 449+53.6 C.C.; thence Southwesterly, continuing along a curve to the left of a radius of 593.14 feet, through an angle of 17°21'16", an arc distance of 179.66 feet to a point in a radial line bearing North 84°03'07" West, 20.00

feet from said center line at Engineer Station 447+80 P.O.C. thence North 84°03'07" West, along last said radial line, 10.00 feet to a point; thence Southeasterly, along a curve to the left of a radius of 603.14 feet through an angle of 15°00'00", an arc distance of 157.90 feet to a point in a radial line, bearing South 80°56'53" West, 30.00 feet from said center line at or near Engineer Station 446+30; thence South 80°56'53" West, along last said radial line, 5.00 feet to a point; thence Southeasterly, along a curve to the left of a radius of 608.14 feet through an angle of 17°00'00", from a tangent that bears South 9°03'07" East at last mentioned point, an arc distance of 180.44 feet to a point in a radial line, bearing South 63°56'53" West, 35.00 feet from said center line at Engineer Station 444+60.0 C.C.; thence Southeasterly, along a curve to the left, of a radius of 709.22 feet, through an angle of 15°25'00", from a tangent that bears South 26°03'07" East at last mentioned point, an arc distance of 190.83 feet to a point in a radial line bearing South 79°21'53" West 35.00 feet from said located center line of main track at Engineer Station 442+78.6 C.C. being also radially Easterly from or near Engineer Station $L_2$-144+50 P.O.C., in said survey line.

Also those areas over the tide lands fronting and abutting the lands herein described, insofar as the same are within the 100.00 foot wide strip of land.

The side lines of said land terminate in a radial line bearing North 72°01'46" West from said located center line at said Engineer Station 471+10 and in a radial line bearing South 79°21'53" West from said center line at said Engineer Station 442+78.6 C.C.; containing an area of 1.63 acres, more or less.

PARCEL 2

That portion of the land, 100.00 feet wide, now of the Southern Pacific Company, situate in the Southeast quarter of the Southwest quarter of Section 27, Township 1 North, Range 10 West, Willamette Meridian, in the County of Tillamook, State of Oregon, described as follows:

A strip of land 30.00 feet wide, lying contiguous to and easterly of the westerly line of said land, extending from a radial line westerly from the original located center line of main track at Engineer Station 409+90 P.O.C. and in a radial line westerly from said center line at Engineer Station 415+10 P.O.C. being at or near the northerly line of said Southeast quarter of the Southwest quarter of Section 27 together with the tide land area, fronting and abutting thereon insofar as the same are within said land, 100.00 feet wide.

The side lines of said 30.00 foot wide strip of land terminate in said radial lines.

The above described strip of land contains an area of 0.36 of an acre, more or less.

## PARCEL 3

A 10 foot wide strip of land, lying within said land, 100 feet wide, within Lot 30 of the J. J. McCoy's Addition to the City of Bay City, recorded March 15, 1890 in Book "H" of Plats, page 351, Records of Tillamook County, and lying northeasterly of a line that is parallel with and 40.00 feet northeasterly, at right angles from the original located center line of main track, now of said Company, Hillsboro to Tillamook.

The side lines of said 10 foot wide strip of land terminate in the northerly line of said Lot 30, being also the southerly line of McCoy Avenue of said City and in a line at right angles northeasterly from said original located center line of main track, distant 50 feet southeasterly, along said parallel line from said northerly line of Lot 30.

Said strip of land contains an area of 470 square feet, more or less.

## PARCEL 4

A 10 foot wide strip of land, lying within the land, 100 feet wide described in deed dated August 7, 1907, recorded August 29, 1907 in Book 7, page 56, and in deed dated July 30, 1907, recorded August 8, 1907 in Book 7, page 21, both Records of Deeds of said County, lying northeasterly of a line that is parallel with and 40 feet northeasterly at right angles from the original located center line of main track, Hillsboro to Tillamook, now of the Southern Pacific Company.

The side lines of said 10 foot wide strip of land terminate in the soubherly line of Lot 4, being also the northerly line of McCoy Avenue and in the northerly line of Lot 9, being also in the southerly line of Tillamook Avenue, said Lots 4 and 9 are shown on plat of the J. J. McCoy's Addition, recorded March 15, 1890 in Book "H" of Platd, page 351, Records of Tillamook County.

Said 10 foot wide strip of land contains an area of 6980 square feet, more or less.

Subject, however, to an Agreement dated June 7, 1926 to County of Tillamook for roadway purposes.

## PARCEL 5

A Strip of land, 10 feet wide, lying within the land, 100 feet wide now of the Southern Pacific Company, being portions of Lots 1, 2, 3, 4, 5, 6 and 7, inclusive of Block 20 of James M. Fuller's Amended Addition to City of Bay City, filed May 22, 1891 in Book "J" of Plats, Page 525, Records of Tillamook County, and other lands, more particularly described in Judgment dated February 5, 1908, recorded on Page 234-5, Circuit Court Journal "4", Records of said County, lying parallel with and 40.00 feet, northeasterly at right angles from the original located center line of main track now of said Company.

The side lines of said 10.00 foot wide strip of land terminate in the northerly line of said Block, being also in the southerly line of "H" Street of Bay City and in the easterly prolongation of the southerly line of Lot 15 of said Block 20, being also in the northerly line of Tillamook Avenue of said City.

Said 10.00 foot wide strip contains an area of 4580 square feet, more or less.

PARCEL 6

Being all that portion of the land, now of the Southern Pacific Company, described in deed dated October 28, 1909 from D. M. Dunne et ux to Pacific Railway and Navigation Company, recorded November 8, 1909 in Book 13 of Deeds at page 31, Records of Tillamook County, lying northeasterly of a line that is parallel with and 40.00 feet northeasterly, at right angles, from the original located center line of main track now of said Company, containing an area of 310 square feet, more or less.

PARCEL 7

Being those portions of the land, now of the Southern Pacific Company described in deed dated May 9, 1910, recorded December 6, 1916 in Book 33 of Deeds, pages 629 et seq, and in deed dated January 22, 1916, recorded December 11, 1916 in Book 35 of Deeds at page 9, both records of Tillamook County, in the City of Bay City, County of Tillamook, State of Oregon, described as follows:

BEGINNING at the intersection of a line that is parallel with and 25 feet northeasterly, at right angles, from the original located center line of main track, Hillsboro to Tillamook, now of the Southern Pacific Company with the northerly line of Block 29 of First Water Front Addition to Bay City, being also in the southerly line of "D" Street of said City; thence South 48°19'30" East, along said parallel line, 152.42 feet to a point in a radial line extended northeasterly of a 2316.88 foot radius curve to the right distant thereon 25.00 feet northeasterly from said center line at Engineer Station 338+43.4 E.C.; thence southeasterly, along said curve through an angle of 13°30' from a tangent that is the last described course at last mentioned point, an arc distance of 545.90 feet to a point in a radial line extended northeasterly 25 feet from said center line at Engineer Station 333+03.4 B.C., North equals Engineer Station 314+39.6 South; thence South 34°40'30" East, tangent to last described curve at last mentioned point, 103.82 feet; thence North 55°10'30" East, 15.00 feet and South 34°49'30" East, parallel with and 40 feet northeasterly at right angles from said center line 112.37 feet to a point in the easterly line of the land described first in said deed dated May 9, 1910; thence northwesterly, along said easterly line of said land, 100 feet wide, described in said deed dated January 22, 1916, and in said deed dated May 9, 1910, along a curve to the left of a radius of 2341.90 feet through an angle of 18°47'48" from a tangent that bears North 29°31'42" West at last mentioned point, an arc distance of 768.29 feet to a point; thence North 48°19'30" West, tangent to last described curve at last mentioned point, 124.18 feet to said southerly line of "D" Street and West, thereon 37.72 feet to the point of beginning, containing an area of 20179 square feet, more or less.

PARCEL 8

All that portion of Block 15 of First Water Front Addition to Bay City, within the land 100 feet wide, now of the Southern Pacific Company, described seventh in deed dated May 9, 1910, recorded December 6, 1916, in Book 33, pages 629-31 Deed Records of Tillamook County, more particularly described as follows:

BEGINNING at the southeast corner of said Block 15; thence North, along the easterly line of said Block, being also the westerly line of 3rd Street of said City, 14.18 feet to a point in the northeasterly line of the land, 100 feet wide through said Block 15; thence North 48°19'30" West, along said northeasterly line, parallel with and 50 feet northeasterly at right angles, from the original located center line of main track, now of said Company, 264.05 feet to a point in the westerly line of said Block 15; thence South, along said westerly line, being also the easterly line of 2nd Street of said City, 13.20 feet; thence South 48°19'30" East, parallel with and 40 feet northeasterly, at right angles, from said located center line, 147.23 feet to a point in a line at right angles southwesterly from said parallel line; thence South 41°40'30" West, along last said line at right angles 15.00 feet to a point in a line parallel with and 25 feet northeasterly, at right angles from said located center line; thence South 48°19'30" East, along last said parallel line, 101.35 feet to a point in the southerly line of said Block 15, distant westerly thereon 21.51 feet from the point of beginning; thence East, along last said southerly line, being also the northerly line of "D" Street of said City, 21.51 feet to the point of beginning, containing an area of 4287 square feet, more or less.

The facilities listed above and to be constructed on said property are hereinafter collectively referred to as "highway".

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across or along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as may be necessary for the maintenance of said highway.

6. Grantee shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Except as herein otherwise provided, Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said highway upon said property. The crossing of said highway over any tracks of Railroad shall be constructed and maintained at the grade of said tracks now or hereafter existing. After the construction or reconstruction of said highway has been completed, Railroad shall maintain the portion of said highway between lines two (2) feet outside the rails of each track located thereon.

8. Grantee agrees to reimburse Railroad for any and all assessments which may be levied by order of any authorized lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction or reconstruction of said highway upon said property commenced within one (1) year from the date first herein written.

9. Should Grantee, its successors or assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for said purpose for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued, and Railroad, its successors or assigns, shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of the said property, or the part thereof the use of which is so discontinued or abandoned. Upon termination of the rights hereby granted, Grantee agrees to remove said highway, including the paving, from said property of Railroad, to restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway, and to bear the expense thereof. Should Grantee in such event fail, neglect or refuse to so remove said highway and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written. (IN DUPLICATE)

SOUTHERN PACIFIC COMPANY

Attest:____________________
Assistant Secretary

By____________________
(Title)

Approved:

____________________
Asst. State Highway Engineer

STATE OF OREGON, by and through its State Highway Commission

By____________________
Chairman

Approved as to Form:

____________________
Chief Counsel

By____________________
Commissioner

Attest:

____________________
Secretary

File Nos. 14597 &
32233

KNOW ALL MEN BY THESE PRESENTS:

That STATE OF OREGON, acting by and through its State Highway Commission, for a valuable consideration, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey unto SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, its successors and assigns, forever, all that certain piece or parcel of land situate in the City of Bay City, County of Tillamook, State of Oregon, described as follows:

> A parcel of land lying in Block 20, Fuller's Amended Addition to Bay City, Tillamook County, Oregon, the said parcel being that portion of said Block 20 lying Southwesterly of the R/W of the Southern Pacific Company, together with that portion of the County Road vacated under Ordinance No. 524, recorded July 26, 1961, in Book 1, Page 341 of County Court Journal, appurtenant thereto.
>
> The parcel of land to which this description applies contains 1.5 acres, more or less.

Subject to easements, covenants, conditions and restrictions of record.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and also all of its estate, right, title and interest at law and equity.

TO HAVE AND TO HOLD the above described and granted premises unto said Southern Pacific Company, its successors and assigns, forever, and State of Oregon, acting by and through its State Highway Commission, the Grantor above named, does covenant to and with the above named Grantee, its successors and assigns, that it is lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances, and that it will, and its successors and assigns shall, warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, State of Oregon, acting by and through its State Highway Commission, has caused these presents to be executed by its proper officers thereunto duly authorized and its official seal to be hereunto affixed this _____ day of ________________, 1962.

Approved:

______________________________
Asst. State Highway Engineer

Approved as to Form:

______________________________
Chief Counsel

Attest:

______________________________
Secretary

STATE OF OREGON, by and through
its State Highway Commission

By ______________________________
Chairman

By ______________________________
Commissioner

By ______________________________
Commissioner

With W. [illegible] letter
of March 22 [illegible]

**KNOW ALL MEN BY THESE PRESENTS:**

That STATE OF OREGON, acting by and through its State Highway Commission, for a valuable consideration, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey unto SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, its successors and assigns, forever, all that certain piece or parcel of land situate in the City of Bay City, County of Tillamook, State of Oregon, described as follows:

> All of Lots 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and those portions of Lots 27, 28, 29 and 30 of Block 20 of Fuller's Amended Addition, First Water Front Addition to Bay City, recorded April 3, 1906 in Book 2, pages 485-487, Deed Records of said County, lying southwesterly of a line that is parallel with and 50 feet southwesterly at right angles from the original located center line of main track Hillsboro to Tillamook, now of the Southern Pacific Company.
>
> Also, those portions of Lots 15, 14, 13, 12, 11 and 10 of said Block 20, lying southwesterly of said line that is parallel with and 50 feet southwesterly of said located center line.
>
> Also, all of 4th Street within said Addition lying southwesterly of the above described parallel line.
>
> The above described lots and street containing an area of 1.47 acres, more or less.

OK

Subject to easements, covenants, conditions and restrictions of record.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and also all of its estate, right, title and interest at law and equity.

TO HAVE AND TO HOLD the above described and granted premises unto said Southern Pacific Company, its successors and assigns, forever, and State of Oregon, acting by and through its State Highway Commission, the Grantor above named, does covenant to and with the above named Grantee, its successors and assigns, that it is lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances, and that it will,and its successors and assigns shall, warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, State of Oregon, acting by and through its State Highway Commission, has caused these presents to be executed by its proper officers thereunto duly authorized and its official seal to be hereunto affixed this ______ day of ________________, 1962.

Approved:

________________________
Asst. State Highway Engineer

Approved as to Form:

________________________
Chief Counsel

Attest:

________________________
Secretary

STATE OF OREGON, by and through
its State Highway Commission

By________________________
Chairman

By________________________
Commissioner

KNOW ALL MEN BY THESE PRESENTS:

That **STATE OF OREGON**, acting by and through its State Highway Commission, for a valuable consideration, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey unto SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, its successors and assigns, forever, all that certain piece or parcel of land situate in the City of Bay City, County of Tillamook, State of Oregon, described as follows:

> All of Lots 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and those portions of Lots 27, 28, 29 and 30 of Block 20 of Fuller's Amended Addition, First Water Front Addition to Bay City, recorded April 3, 1906 in Book 2, pages 485-487, Deed Records of said County, lying southwesterly of a line that is parallel with and 50 feet southwesterly at right angles from the original located center line of main track Hillsboro to Tillamook, now of the Southern Pacific Company.
>
> Also, those portions of Lots 15, 14, 13, 12, 11 and 10 of said Block 20, lying southwesterly of said line that is parallel with and 50 feet southwesterly of said located center line.
>
> Also, all of 4th Street within said Addition lying southwesterly of the above described parallel line.
>
> The above described lots and street containing an area of 1.47 acres, more or less.

Subject to easements, covenants, conditions and restrictions of record.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and also all of its estate, right, title and interest at law and equity.

TO HAVE AND TO HOLD the above described and granted premises unto said Southern Pacific Company, its successors and assigns, forever, and State of Oregon, acting by and through its State Highway Commission, the Grantor above named, does covenant to and with the above named Grantee, its successors and assigns, that it is lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances, and that it will,and its successors and assigns shall, warrant and forever defend the above granted premises [illegible] against any lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, State of Oregon, acting by and through its State Highway Commission, has caused these presents to be executed by its proper officers thereunto duly authorized and its official seal to be hereunto affixed this ______ day of ________________, 1962.

STATE OF OREGON, by and through
its State Highway Commission

By______________________
Chairman

By______________________
Commissioner

Approved:

______________________
Asst. State Highway Engineer

Approved as to Form:

______________________
Chief Counsel

Attest:

______________________
Secretary

FORM APPROVED

Contract Attorney

DESCRIPTION CORRECT

R. C.

For Chief Engineer

APPROVED AS TO CORPORATE OWNER

J E Hebbron

Valuation Officer

# WARRANTY DEED

| | |
|---|---|
| EvelynGeer Dabney | DEED RECORDS |
| H. B. Dabney<br>her husband | Book 20 Page 535 |
| to | Instrument #16686 |
| The United Railways Company | Dated: July 30, 1910 |
| | Recd'd: August 16, 1912 |
| | Cons: $1500.00 |

- - - grant, bargain, sell and convey - - -

All the following bounded and described real property, situated in the County of Tillamook and State of Oregon:

Beginning at the South West corner of Lot fifteen (15) in Block twenty (20) James M. Fuller's Amended addition to Bay City; thence East to the South East corner of said Lot fifteen (15); thence South thirty (30) feet to thecenter of the County Road; thence East to the West line of the right of way of the Pacific R. R. & Navigation co, thence in a northwesterly direction following the West line of said right of way to the East line of the County road; thence Southerly along the East line of said county road to the place of beginning.

Witnessed. Signed.

Acknowledged.

F-129(10) Garibaldi-Bay City Sec., 1961
Oregon Coast Hwy.
#5976 Folder #2

RECEIVED
15 1962

FOR FILING

| |
|---|
| 7-129 (10) |
| |
| 5916 |

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION
## TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

1962 FEB 9 PM 8 59

PRA201 UOB407

O LLB385 LONG DH CO NL=OAKLAND CALIF 9=

W C WILLIAMS, STATE HIGHWAY ENGR=
STATE HIGHWAY DEPT STATE OF OREGON SALEM ORG=

=ATTN: G S PAXSON. RE YL OCT. 2, 1961, GARIBALDI-BAY CITY SECTION ORE COAST HIGHWAY AND ML JAN 17, 1962, JOB 5616-62. PLEASE ADVISE BY COLLECT WIRE THE DATE BPR APPROVED YOUR PROJECT AND ALSO ADVISE IF OKAY FOR WU TO PERFORM PRM WORK SECTION ONE, TEMP WORK SECT TWO AND PERM WORK SECTION THREE. SP CO ADVISES WORK AT EACH SECTION SHOULD BE COMPLETED BY APRIL 1, 1962. WE ARE ORDERING REQUIRED MATERIALS ON BASIS COMPLETING BY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

permanent work Section 3 and temporary work at railroad crossing can be done now. Permanent work Section 2 and permanent work at railroad overcrossing cannot be done until grading and structure are complete.

G. S. Paxson
Deputy State Highway Engineer

NOTED
R. L. PORTER

GSP:ms
cc Porter; Morgan; Young; Merchant; Walker

RECEIVED
B 15 1962
FOR FILING

7-17.9 (10)

59-6

---

**CLASS OF SERVICE**
This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION
## TELEGRAM

W. P. MARSHALL, PRESIDENT

**SYMBOLS**
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

1201 (4-60)

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA201 UOB407 1962 FEB 9 PM 8 59

0 LLB385 LONG DH CO NL=OAKLAND CALIF 9=
W C WILLIAMS, STATE HIGHWAY ENGR=
STATE HIGHWAY DEPT STATE OF OREGON SALEM ORG=

=ATTN: G S PAXSON. RE YL OCT. 2, 1961, GARIBALDI-BAY CITY SECTION ORE COAST HIGHWAY AND ML JAN 17, 1962, JOB 5616-62. PLEASE ADVISE BY COLLECT WIRE THE DATE BPR APPROVED YOUR PROJECT AND ALSO ADVISE IF OKAY FOR WU TO PERFORM PRM WORK SECTION ONE, TEMP WORK SECT TWO AND PERM WORK SECTION THREE. SP CO ADVISES WORK AT EACH SECTION SHOULD BE COMPLETED BY APRIL 1, 1962. WE ARE ORDERING REQUIRED MATERIALS ON BASIS COMPLETING BY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

LT=International Letter Telegram

he filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

THAT DAY SUBJECT TO APPROVAL BY STATE=

F L SULLOWAY AREA PLANT SUPT BY W E CRIPPEN
DIVN SUPVR OF LINES WESTERN UNION TELEGRAPH
CO OAKLAND 7 CALIF.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

| DOMESTIC SERVICE | |
|---|---|
| Check the class of service desired; otherwise this message will be sent as a fast telegram | |
| TELEGRAM | |
| DAY LETTER | |
| NIGHT LETTER | |

$<br>S<br>E

# WESTERN UNION
## TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

| INTERNATIONAL SERVICE | |
|---|---|
| Check the class of service desired; otherwise the message will be sent at the full rate | |
| FULL RATE | |
| LETTER TELEGRAM | |
| SHORE-SHIP | |

| NO. WDS.-CL. OF SVC. | PD. OR COLL. | CASH NO. | CHARGE TO THE ACCOUNT OF | TIME FILED |
|---|---|---|---|---|
| | Collect | | | |

*Send the following message, subject to the terms on back hereof, which are hereby agreed to*

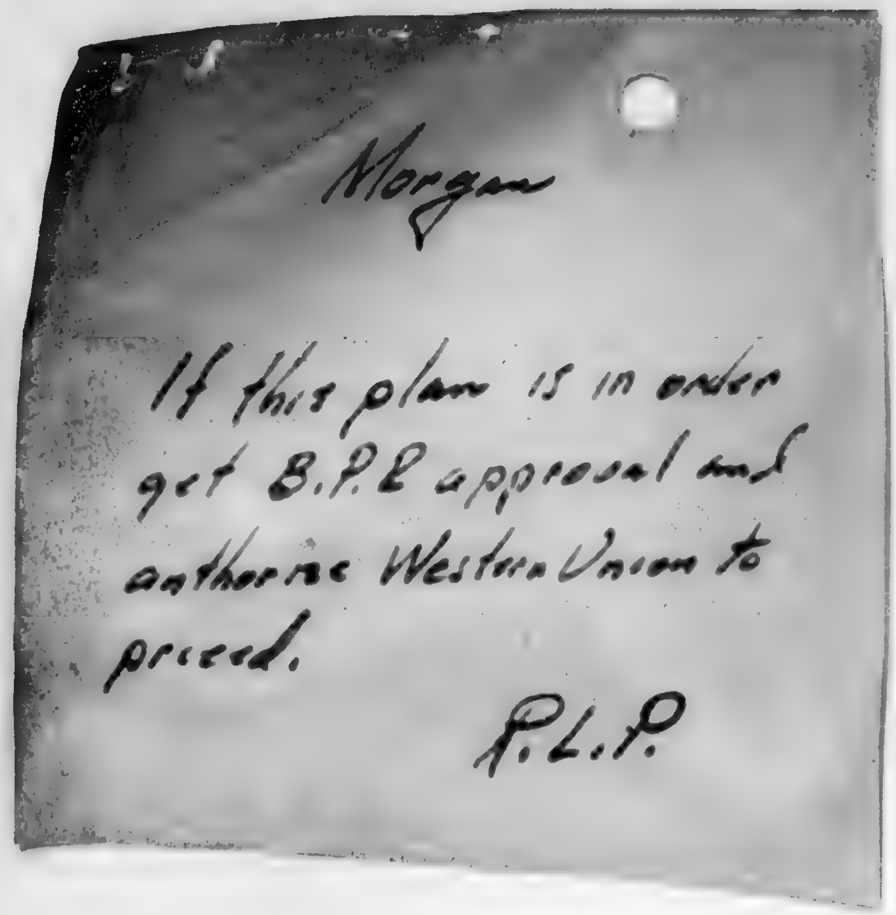
Mr. F. L. Sullaway, Area Plant Supt.
Western Union Telegraph Co.
Oakland 7, California

Re Garibaldi-Bay City Section. Work approved by BPR Sept. 15, 1961 subject to approval plans and estimate. These approved January 29, 1962. Refer your letter January 17, 1962, permanent work Section 1, temporary work Section 2, permanent work Section 3 and temporary work at railroad crossing can be done now. Permanent work Section 2 and permanent work at railroad overcrossing cannot be done until grading and structure are complete.

G. S. Paxson
Deputy State Highway Engineer

NOTED
R. L. PORTER

GSP:ms
cc Porter; Morgan; Young; Merchant; Walker



Morgan

If this plan is in order
get B.P.E approval and
authorize Western Union to
proceed.

P.L.P.

RECEIVED
JAN 22 1962
FOR FILING

F-139(10)

G. L. GULLOWAY
AREA PLANT SUPERINTENDENT

5976

THE WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND, CALIF.

January 17, 1962

JOB 5616-62 - Garibaldi-Bay City, Oregon

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Mr. Porter

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

This is in response to your letter dated October 2, 1961, and Mr. P. M. Stephenson's letter dated October 12, 1961, file: Garibaldi-Bay City Section, Oregon Coast Highway, Tillamook County, concerning certain rearrangements to our communication line in order to clear State Highway projects in the vicinity of Bay City, Oregon.

Our survey has been completed and the proposed plan and locations are shown on our Drawings marked Section #1 - Permanent Work, Section #2 - Temporary Work, Section #2 - Permanent Work, Section #3 - Permanent Work of which nine copies of each are enclosed.

The following is a brief description of our proposed plans as reflected on the Drawings:

## Section #1

### Permanent Work

Set 3 poles of longer lengths, attaching crossarms and transferring up of wires, thus releasing and removing the existing poles. This arrangement should provide 18 feet vertical clearance over the finished surface of roadway.

## Section #2

### Temporary Work

Install approximately 850 feet of underground cable through the tunnel area routing all service through same, thus releasing and removing the existing pole line and wires now located over the tunnel.

## Section #2

### Permanent Work

Upon completion of tunnel grading operations, the communication pole line will be restored to the location as shown and the underground cable will be removed within the limits of the tunnel only, and abandoned in place outside the tunnel limits because the removal cost of the latter would exceed the salvage value nearly 200%.

## Section #3

### Permanent Work

Relocate and set 3 poles of longer lengths in order to provide the necessary vertical clearance over the proposed loading platform and spur track. The existing poles and guys will be removed.

The estimate cost of these proposed changes is itemized on the attached sheet.

Billing to be based on actual cost basis, which may be more or less than the estimate.

Upon approval of our plans, as outlined and shown, and receipt of State's billing authorization under terms of USBR PPM 30-3 in the amount indicated, we will proceed to order the necessary material and schedule a construction crew for performance of this work. We will appreciate being advised at least 45 days prior to the date it is desired our changes be completed so that the above arrangements may be made.

Yours truly,

Area Plant Superintendent

Attachments

## GARIBALDI-BAY CITY, OREGON

| | Sec. #1 (Perm.) | Sec. #2 (Temp.) | Sec. #2 (Perm.) | Sec. #3 (Perm.) | Total Cost |
|---|---|---|---|---|---|
| Labor and Subsistence | $400 | $1,750 | $1,100 | $450 | $3,700 |
| Soc. Sec. & Unemp. Ins. Taxes | 17 | 74 | 46 | 19 | 156 |
| Supervision Expense | 80 | 350 | 220 | 90 | 740 |
| Engineering Costs | 25 | 25 | 25 | 25 | 100 |
| Material | 25 | 135 | 100 | 70 | 330 |
| Supply Expense on Material | 3 | 14 | 10 | 7 | 34 |
| Transportation on Material | 13 | 67 | 50 | 35 | 165 |
| Truck Rental | 64 | 320 | 192 | 80 | 656 |
| Miscellaneous Expense | 10 | 50 | 30 | 10 | 100 |
| Gross Cost | $637 | $2,785 | $1,773 | $786 | $5,981 |
| Salvage Credits | - | (15) | (6) | - | (21) |
| Net Cost | $637 | $2,770 | $1,767 | $786 | $5,960 |

Garebaldi - Bay City.
Western Union

Section 1 Permanent
work can be done

Section 2 Temporary
work can be done

Section 2 Permanent
work can not be done
until completion of
Grading.

Section 3 Permanent
work can be done.

in Vicinity of Rail Road
Overcrossing Temporary
work only can be done
until completion of Structure and
Grading

RECEIVED
1962
FOR FILING
1-12

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO. | FO R-2<br>(REV. 6-61) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ATE<br>Oregon |
| PROJECT REPORT NO.<br>F-1[illegible]9(10)<br>5976 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>1-26-62 | COUNTY<br>Tillamook |
| | | PROJECT NO.<br>S-478(1) |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Garibaldi to Hobsonville

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-18-61 | 0.8 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 151,666.00 | $ 95,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________________

ASST State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C G Polk
By: C. G. Polk
(Division Engineer)

Date executed by Division Engineer January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the Garibaldi-Hobsonville Section, Project No. S-478(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb
Enc.

October 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Garibaldi-Hobsonville Section, Project No. S-478(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-478(1)

## GARIBALDI-HOBSONVILLE SECTION OF
## FAS ROUTE 611 IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1961

Type Code 0010
Roadway (Sta. 102+38.24 to Sta. 142+00) (Contract No. 5976)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required (20%) | | $ 12,000.00 |
| Drainage Excavation, Unclassified | 1,100 | cu.yds. | $ 4.50 | 4,950.00 |
| General Excavation, Unclassified | 113,500 | cu.yds. | .55 | 62,425.00 |
| Short Overhaul | 312,300 | yd.stas. | .015 | 4,684.50 |
| Long Overhaul | 900 | C-yd.stas. | .40 | 360.00 |
| Finishing Roadbed and Slopes | 0.75 | mile | 950.00 | 712.50 |
| Rounding Cutbanks | 950 | lin.ft. | .20 | 190.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 90 | lin.ft. | 3.00 | 270.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 260 | lin.ft. | 5.50 | 1,430.00 |
| 24-inch Asbestos-Protected Corrugated Metal Pipe | 80 | lin.ft. | 8.00 | 640.00 |
| 36-inch Asbestos-Protected Corrugated Metal Pipe | 190 | lin.ft. | 15.00 | 2,850.00 |
| Class "A" Concrete in Box Culverts | 14 | cu.yds. | 80.00 | 1,120.00 |
| Metal Reinforcement | 1,580 | lbs. | .14 | 221.20 |
| Metal Guard Rail | 440 | lin.ft. | 3.50 | 1,540.00 |
| Stone Blanket | 1,690 | cu.yds. | 2.00 | 3,380.00 |
| Loose Riprap | 6,780 | cu.yds. | 3.50 | 23,730.00 |
| Coarse Crushed Material in Base | 70 | cu.yds. | 3.50 | 245.00 |
| Sprinkling | 216 | M-gals. | 2.50 | 540.00 |
| | | Subtotal | | $121,288.20 |
| Flagging (57½% of Contractor's Cost) | All | Required (20%) | | 1,000.00 |
| Signing (Temporary) | All | Required (50%) | | 100.00 |
| | | Subtotal | | $ 1,100.00 |
| **Utility Work** | | | | |
| Work by Pacific Northwest Te. Co. | All | Required | | $ 3,460.00 |
| Work by Tillamook P.U.D. | All | Required | | 2,030.00 |
| Work by Southern Pacific Co. (RR Xing Signals) | All | Required | | 10,000.00 |
| | | Subtotal | | $ 15,490.00 |
| | | Subtotal | | $137,878.20 |
| | | 10% Engr. & Cont. | | 13,787.80 |
| | | Total | | $151,666.00 |

Oregon State Highway Department

Federal Aid Secondary
Project No. S-478(1)

| | |
|---|---|
| Length of Roadway | 0.750 mile |
| Cost of Roadway per mile | $202,221.33 |

| | |
|---|---|
| Federal Funds | $ 95,000.00 |
| State Funds | 56,666.00 |
| | $151,666.00 |

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
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FOR FILING

[illegible]

5976

Salem, Oregon
January 16, 1962

Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 5976

Mr. R. D. Asburry
Ass't Division Engineer

OFFICE

Reference is made to your letter of January 15th regarding the deletion of railroad crossing signals on the temporary connection at the northerly end of the subject-named section.

It would not be advantageous for us to re-program this job with the deletion of the signals at this time. We believe this re-programming should be deferred until the surfacing work is imminent. At that time, we will determine whether the signals should be done on the surfacing contract or as a completion item on the present contract. Please bring this to our attention at that time.

L. H. Young
Office Engineer

LHY:mmb
cc: Mr. F. D. Morgan
Mr. J. W. Nash
Mr. D. B. Parkes

FORM E-30X—50M—6-61—36682

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1962

SUBJECT: Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 5976

To:
Mr. John A. Bond
Resident Engineer
Oregon State Highway Department
Box 169
Tillamook, Oregon

We herewith return to you, unapproved, Order for State Force Work No. 6 on the subject section. This order covers the installation of signals at the railroad crossing on the temporary connection or northerly end of the subject section. As the subject contract is for grading only and does not cover the complete grading at this crossing, it is impractical to install these signals on this contract.

This work should be performed on the surfacing contract, which will be let at a future date. Will you, therefore, plan on omitting this work from this contract and doing it on the future surfacing contract, which will require another order at that time.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. ~~P. T~~. Young
L. H.

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JAN 11 1962
FOR FILING

F-129(10)

59-16

January 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of agreement with the Southern Pacific Company, File No. 32233, dated Nov. 15, 1961, relative to the construction of the Garibaldi-Bay City Section, Project No. F-129(10) and the Garibaldi-Hobsonville Section, Project No. S-478(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

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JAN 2 1962
FORM E-30X—50M—6-61—36682

FOR FILING
F-129 (10)

5976

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1961

SUBJECT: Pux 399 - Bay City O-Xing
Pux 409 - Garibaldi (South) G-Xing
Pux 414 - Bay City Industrial Spur
Pux 435 - "C" Street (Bay City) G-Xing
Southern Pacific Agreement
File No. 32233

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached for Commission's files is a fully executed copy of construction agreement with Southern Pacific Company relative to the above-titled matters.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
J. D. Walker
Earl Seling
J. W. Nash
C. N. Maison

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

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FOR FILING

F-13-1(11)

5976

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
December 5, 1961

**SUBJECT:** File No. 32218 - Estber Mills
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

**To:** Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached is considerable correspondence on the subject of shellfish production in Tillamook Bay, and the effect of our highway construction on such activities.

I have sent Mr. Edwards copies of this correspondence with the thought that perhaps he would want Division Engineer Walker to discuss this matter with the Fish Commission.

After discussing this matter with Mr. Wright, it was our conclusion that perhaps you should be aware of this problem, as you have had some experience with it and may wish to discuss it with Mr. Edwards.

L. I. LINDAS
Chief Counsel

By DHMoehring
D. H. Moehring
Assistant Right of Way Engineer

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1961
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:jm
Attachments
cc Mr. L. I. Lindas

12-13-61
Walker discussed with Fish Comm.
No objection to present arrangement. Edgerton
to check into length and position of
measure for [illegible]

Glen — Edwards has ref'd this to J. D. Walker.
Walker or Asburry will discuss it with you
before calling on the fish comm.
DHMoehring

Salem, Oregon
November 27, 1961

File No. 32218 - Esther Mills
Hobsonville - Bay City Section
Oregon Coast Highway
Tillamook County

Mr. Tom Edwards
Construction Engineer

Office

N IE I.
D. H. MOEHRING

Attached is correspondence received from Right of Way Supervisor Banner.

Mr. Banner is not in a position to discuss the engineering features of our location. Perhaps you will want to have someone discuss the highway location in the Tillamook Bay area with the Fish Commission.

L. I. LINDAS
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM:jm

Attachments

cc Mr. L. I. Lindas

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 21, 1961
Salem, Oregon

SUBJECT: File No. 32218 - Esther Mills
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

To: Mr. W. T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

N TED
D. H. MOEHRING

In the course of rounding up competent witnesses for our coming showdown with the Esther Mills ownership on the Hobsonville-Bay City line, Mr. Friess and I talked at some length with L. D. Marriage and William Clothier of the State Fish Commission in an effort to secure their testimony to the effect that our construction would not so alter the currents in Tillamook Bay as to preclude the continued use of set nets by fishermen renting Bay lands from the Mills interests.

As an offshoot of this interview, Mr. Marriage expressed some concern over the future of the clams now residing in Tillamook Bay when our ultimate alignment as now proposed is laid out from Garibaldi south. This is what has given rise to his inquiry of November 20, a copy of which is attached hereto.

I am acknowledging the letter and hope that he can be given further information either from your office or those who will be concerned with the interests to be affected by any proposed alignment across Tillamook Bay. A copy of my letter to Mr. Marriage is also enclosed.

E. J. Bonner
Right of Way Supervisor

EJB:km

Attachments

cc Mr. L. I. Lindas

RECEIVED
NOV 22 1961
RIGHT OF WAY

FORM 2 100 E 30M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 21, 1961

Mr. L. Dean Marriage
Assistant State Fisheries Director
307 State Office Building
1400 S. W. 5th Avenue
Portland 1, Oregon

Re: File No. 32218 - Esther Mills
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

Dear Mr. Marriage:

This is to acknowledge your inquiry of November 20, as to location of any proposed route that might cross Tillamook Bay in the vicinity of Garibaldi.

As my own office is unprepared to acquaint you with anything but the presently proposed section, of which an aerial photo of the northern-most portion was left with you on our recent visit, I have forwarded your inquiry to our Construction Department.

We have not yet had an opportunity to interview Mr. Burt of your Department of Oceanography in Corvallis; but after we have talked with him, we would like to come back and discuss with you further the nature of the testimony that our attorneys would like to count on from your office if and when the valuation of the Esther Mills ownership comes to trial. We hope to be mutually helpful in these matters.

Very truly yours,

E. J. Benner
Right of Way Supervisor

EJB:ks

cc Mr. L. I. Linies
Mr. W. T. Wright

COMMISSIONERS
HERMAN P. MEIERJURGEN CHAIRMAN BEAVERTON
EDW. G. HUFFSCHMIDT PORTLAND
LEONARD N. HALL CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 1

November 20, 1961

Mr. E. J. Benner
Right of Way Supervisor
Oregon State Highway Department
211 Engineering Laboratory Bldg.
Salem 10, Oregon

Dear Mr. Benner:

You will recall that during your visit to our office on November 13, 1961, relative to a matter of right-of-way acquisition on Tillamook Bay, we expressed interest in the new route planned for Highway 101 through the Garibaldi area and around the Bay. We will appreciate it if a copy of the route plans can be made available to us. Our interest in this matter concerns the relationship of highway construction to fish and shellfish production along the route planned. An early review of any problem areas will be helpful in arriving at appropriate solutions.

Sincerely,

L Dean Marriage

L. DEAN MARRIAGE, ASSISTANT
STATE FISHERIES DIRECTOR

FORM E-122-X 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
NOV 21 1961
FOR FILING

4976

November 20, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County
File 32233

Dear Mr. Williamson:

Herewith I hand you two copies of an agreement relative to the Bay-City-Garibaldi Section of the Oregon Coast Highway which have been executed by the State Highway Commission. These are now ready for execution by the Railroad Company.

When the State's executed copy is returned, I would appreciate receiving ten copies of Exhibit "B" and ten copies of Drawing No. F-675.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: Earnest Kendrey
G. S. Paxson

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1961
STATE HIGHWAY ENGINEER

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11 - 14 - 6.

Garibaldi - Bay City
Contr. 5976

Looking southerly from East side of cut - Sta. 223+50

Dragline re-handling foundation excavation material over into disposal area.

Taken 11-8-61
J. Bond

---

Garibaldi - Bay City Section
Contr. 5976

Looking southerly from West side & end of cut - Sta. 223.

Dozer pushing fill down into newly excavated foundation area & walking it in. Dragline re-handling excavated mud over into disposal area

Taken 11-8-61
J. Bond

---

Garibaldi - Bay City Section
Contr. 5976

Looking Easterly from west side of cut, Sta. 218.

Taken 11-8-61
J. Bond

---

Garibaldi - Bay City Section
Contr. 5976.

Looking southerly from Sta. 221 - at sandstone dome.

Sandstone broken out by ripper in foreground.

Taken 11-8-61
J. Bond

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F-134(10)
5976

Salem, Oregon
November 17, 1961

Agenda Item 4j-2

Pux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County
File 32233

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of an agreement with the Southern Pacific Company covering the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 3-61 94397

AGENDA
NOV 16 1961

4j-2

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

SUBJECT: Pux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County
File 32233

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached hereto are two copies of proposed agreement between Southern Pacific Company and the State covering the above-cited project. Both copies should be executed by the Commission.

After execution by the Commission, please return the two copies direct to this office for further handling.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: G. S. Paxson

(A)
2 COPIES TO
BE SIGNED
(by Commission)

M

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NOV 14 1961
FOR FILING
F 129 ([illegible])
5976

Salem, Oregon
November 14, 1961

Mr. Glen Sorenson

On November 2, I sent you one copy of the agreement between the Southern Pacific Company and the State covering the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. I now attach the second copy of this agreement and a copy of a letter from the Bureau of Public Roads approving the agreement.

Will you please make an effort to have this presented to the Highway Commission at its meeting tomorrow.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM CD-121
(9-22-59)

UNITED [illegible]TES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 13, 1961

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-129(10)
Garibaldi-Bay City Section
Proposed Agreement-Southern Pacific Company

Attached is a single copy of a proposed State-Railroad Agreement covering an exchange of property and relocation of a railroad spur track, construction of a new grade crossing south of Garibaldi, granting of slope easements, and removal of fill material from railroad right-of-way including daylighting of railroad tunnel at Hobsonville Point. This agreement was transmitted with your letter of November 2, 1961.

We have reviewed the proposed agreement and it appears satisfactory.

Attachment

RECEIVED
NOV 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 15 1961
FOR FILING

FORM E-30X—50M—6-61—30082

F-129(10)

5976

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1961

SUBJECT: Fux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County
File 32233

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached hereto are two copies of proposed agreement between Southern Pacific Company and the State covering the above-cited project. Both copies should be executed by the Commission.

After execution by the Commission, please return the two copies direct to this office for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach. 2

cc: O. S. Paxson

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Salem, Oregon
November 8, 1961

Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Contract No. 5976

Mr. Tom Edwards
Construction Engineer
Department

Herewith for your approval subcontract between Fred H. Slate Company and E. C. Hall Construction Company, Prime Contractor, and Hamilton & Thoms, Subcontractor. This subcontract covers items 21 through 24 and 33 through 41.

Quantities and unit prices as shown on the subcontract are the same as in the prime contract. This is the first subcontract on this project and amounts to approximately 15 per cent of the contract.

J. D. Walker
Division Engineer

By

John G. Canfield
Division Office Engineer

JGC:AM

TO J.D. Walker DATE 10/30/61

Herewith 4 copies of a proposed sub-contract submitted by Slate & Hall covering the structural & certain drainage work on the Garibaldi- Bay City section to be sub-contracted by Hamilton & Thoms, Inc. This covers bid items 21 thru 24 & 33 thru 41 . This is on our standard form & is submiited for approval in accordance with sec. 7 (pg.5) of the " Additional Contract Provisions" Approval is recommended.

SIGNED John A. Bond

PLEASE REPLY HERE

TO DATE

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO,

COAST SALESBOOK COMPANY-PORTLAND

RECEIVED
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FOR FILING
F-177 (10)
5976

November 6, 1961

Mr. Basil L. Edmunds
Assistant Secretary
Port of Bay City
Box 134
Garibaldi, Oregon

2161

Dear Mr. Edmunds:

Reference is made to your letter of September 14, concerning water access from the Bay City Mooring Basin to the existing mill pond up Patterson Creek, in Bay City. Mr. J. D. Walker, Division Engineer for the Highway Department, was requested to contact you to see what could be worked out.

I am informed that Mr. Walker has discussed this matter with you and that everything has been worked out to our mutual satisfaction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:jk ms

**PORT OF BAY CITY**
**GARIBALDI, OREGON**

**Commissioners:**
F. J. Vermilyea, President,
Rt. 1, Bay City, Oregon
Don R. Olson, Vice President,
Box 388, Manhattan Beach, Oregon
G. K. Patterson, Treasurer,
Box 34, Garibaldi, Oregon

Address All Correspondence
BASIL EDMUNDS
BOX 134, GARIBALDI, OREGON

**Commissioners:**
M. T. Hoy, Secretary,
Box 219, Garibaldi, Oregon
Eugene H. Hanby, Commissioner,
Box 461, Garibaldi, Oregon
Basil Edmunds, Assistant Secretary,
Box 134, Garibaldi, Oregon

October 16, 1961

RECEIVED
OCT [illegible] 1961
[illegible]
DIVISION NO. 2

STATE OF OREGON
State Highway Department
Salem, Oregon

Attn: J. D. Walker
Division Engineer

Ref: Your letter of 9 October, 1961

Dear Mr. Walker:

The Commissioners, Port of Bay City, agreed that the 8 foot X 12 foot clearance under the new Proposed Highway into Patterson Creek is sufficient insofar as they are concerned.

In regards to the question regarding contemplated routes across the Bay at Garibaldi, the Commission would rather wait until after the November 8th meeting before discussing this matter with the Highway Department. After their meeting, I will let you know when, and possibly at your convenience the Commission can meet with you regarding this matter.

Hoping this will clear the issue regarding Patterson Creek,
I remain

Respectfully,

PORT OF BAY CITY

Basil L. Edmunds
Assistant Secretary

NOTED
R. D. ASBURRY

NOTED
J. G. CANFIELD

CONSTRUCTION DIVISION
RECEIVED
OCT 27 1961
NOTED-- ☐ ☐ ☐ B ☐

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 9, 1961

Mr. Basil L. Edmunds
Assistant Secretary
Port of Bay City
Box 134
Garibaldi, Oregon

Dear Mr. Edmunds:

Referring to your letter of September 14 and my conversation with members of the Port Commission on October 3, regarding the clearance on the structure at Patterson Creek in Bay City; in order that consideration may be given to your request that a structure with greater clearance than that specified be built, it will be necessary for you to address a letter to the Oregon State Highway Department, Salem, stating the reasons for this request and enlarging upon the potential use and development of proposed facilities to the east of the contemplated structure.

Upon receipt of the letter, it will receive full study by Highway authorities and will then be referred to the Bureau of Public Roads, whose consent must be obtained in all such changes in plans.

Your Commission on another matter requested that we meet with them at one of their monthly meetings and explain the present reconnaissance plans for the routes contemplated across the bay at Garibaldi. I will be pleased to meet with the Port authorities and give them what information is available. Prior commitments make it impossible for me to be present at the October meeting. However, we will make every effort to be present at the November 8 meeting and discuss this matter with the interested local groups.

Very truly yours,

J. D. Walker
Division Engineer

JDW:kp

cc Mr. Tom Edwards-Attention L. H. Young ✓

CONSTRUCTION DIVISION
RECEIVED
OCT 10 1961
NOTED-- ☒ ☐ ☐ ☐ ☐
CE AE ACE CDE

PLEASE RETURN TO
FORREST COOPER

# PORT OF BAY CITY

GARIBALDI, OREGON

**Commissioners:**

F. J. Vermilyea, President,
Rt. 1, Bay City, Oregon

Don R. Olson, Vice President,
Box 383, Manhattan Beach, Oregon

G. K. Patterson, Treasurer,
Box 24, Garibaldi, Oregon

Address All Correspondence
BASIL EDMUNDS
BOX 134, GARIBALDI, OREGON

**Commissioners:**

M. T. Hoy, Secretary,
Box 219, Garibaldi, Oregon

Eugene H. Hanby, Commissioner,
Box 451, Garibaldi, Oregon

Basil Edmunds, Assistant Secretary,
Box 134, Garibaldi, Oregon

September 14, 1961

REFERRED TO
Cooper
By State Highway Engineer

STATE OF OREGON
State Highway Department
Salem, Oregon

Ref: File No. 32230
Hobsonville-Bay City Sec.
Oregon Coast Highway

Gentlemen:

Great concern still remains with the Commission, Port of Bay City, about the water access from the Bay City Mooring Basin, to the existing mill pond up Patterson Creek, in Bay City. If you could give a description of how much of the pond will remain upon competion of the proposed highway, and what means you plan to establish for access, I am sure it will assist the Commission in their decision regarding your request for a quitclaim deed.

Yours truly,

PORT OF BAY CITY

Basil Edmunds

Basil L. Edmunds
Assistant Secretary

Edw

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STATE HIGHWAY COMMISSION

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5976

Salem, Oregon
November 2, 1961

Mr. Glen Sorenson

Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Please note the attached copy of a letter to the Bureau of Public Roads concerning the agreement on the Bay City-Garibaldi Section.

Will you please examine the agreement and if you find it in form, note your approval thereon. The second copy of the agreement will be given to you as soon as approval of the Bureau is received.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

RECEIVED
NOV 3 1961
FOR FILING

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5971

November 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Dear Sir:

I attach hereto a copy of a proposed agreement between the Southern Pacific Company and the State covering construction in the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

I have gone through this agreement and find it in the usual form. Will you please examine the agreement and advise as to your approval. This is one of the copies that must be submitted to the Highway Commission for approval, and I ask that it be returned. Conformed copies will be furnished you when the agreement is completed by the Commission and the Southern Pacific Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. W. C. Williams
Mr. Glen Sorenson

4-61

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

October 31, 1961

911/323
0-PD-60-27

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Please refer to previous correspondence concerning proposed highway work on the Bay City-Garibaldi section of the Oregon Coast Highway in Tillamook County.

You will find attached duplicate counterparts and one copy of proposed agreement between Southern Pacific Company and State of Oregon, covering the highway work on thisproject which is not included in the agreement dated August 11, 1961, for the proposed highway overhead structure near Bay City.

Kindly review this agreement and, if found satisfactory, arrange for execution on behalf of the State and thereafter return the counterparts to us for our further attention. When execution by Railroad has been completed, State's fully executed counterpart will then be returned to you.

At a later date, indenture covering easement areas and deed required in connection with the exchange of property will be drafted and handled further with your office for execution.

Yours very truly,

HM Williamson
R

RECEIVED
NOV 2 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Attch.

RECEIVED
OCT 30 1961
FOR FILING

[illegible]

October 30, 1961

Mr. F. L. Sulloway
Area Plant Superintendent
The Western Union Telegraph Company
125 - 12th Street
Oakland, California

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Dear Sir:

Reference is made to your telegram of October 27. I understand that my letter of October 25 gives you sufficient authority to proceed with the work outside of the area covered by the overcrossing structure.

We would appreciate your expediting the work as much as practicable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
OCT 30 1961
FOR FILING

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION
## TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

| SYMBOLS |
|---|
| DL=Day Letter |
| NL=Night Letter |
| LT=International Letter Telegram |

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA079 OC111 1961 OCT 27 PM 12 40

O LLE117 NL DH=OAKLAND CALIF 27

W C WILLIAMS=
STATE HIGHWAY ENGR OREGON STATE HIGHWAY DEPT SALEM ORG=

ATTN G S PAXON DUE TO EXCHANGE OF MESSAGES AND LETTERS INVOLVING ADJUSTMENT OF OUR FACILITIES IN THE GARIBALDI-BAY CITY SECTION OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY WE APPARENTLY HAVE CONFUSED YOU CONCERNING AUTHORIZATION NEEDED OUR LETTER OF OCT 12 EXPLAINED NECESSITY FOR DOING WORK SHOWN ON OUR DRAWING 5626-61 (WHICH INVOLVES BRIDGE 8828) IN ITS ENTIRETY AT EXPENSE OF STATE YOUR LETTER OF SEPT 28 QUESTIONED OUR PLAN WE NEED STATE AUTHORIZATION TO PROCEED WITH OUR ACTUAL COST

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
OCT 30 1961
FOR FILING

TO BE BILLED IN ACCORDANCE WITH PPM 30-3. RE YR LETTER OF OCT. 25. WE WILL SUBMIT PLANS AND COST ESTIMATE FOR OUR EXRA WORK OUTSIDE AREA COVERED BY OVERCROSSING STRUCTURE AT THE EARLIEST POSSIBLE DATE.=

F L SULLOWAY AREA PLANT SUPRINTENDENT WESTERN
UNION TELEGRAPH CO 125 12TH STREET ROOM 222 OAKLAND
7 CALIFORNIA.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
OCT 26 1961
FOR FILING

October 25, 1961

Mr. F. L. Sulloway
Area Plant Superintendent
The Western Union Telegraph Company
125 - 12th Street
Oakland, California

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Dear Sir:

Reference is made to your telegrams of October 24 and 25 concerning revisions to your facilities on the Bay City-Garibaldi Section in connection with our reconstruction of the Coast Highway. This is to authorise you to proceed with the extra work outside of that area covered by the overcrossing structure and to bill us in accordance with federal regulations of PPM 30-3.

Will you please forward to us as soon as practicable your plans and cost estimates for this work so that we can file them with the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

RECEIVED
OCT 25 1961
FOR FILING

5976

**Class of Service**
This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION
## TELEGRAM
W. P. MARSHALL, PRESIDENT

1201 (4-60)

**SYMBOLS**
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA064 OD173

O LLE050 DH CO=OAKLAND CALIF 25=
:P M STEPHENSON ACTING STATE HWY ENGINEER=
STATE HWY DEPT SALEM ORG=

1961 OCT 25 AM 11 15

:REFERENCE IS MADE TO YOUR LETTER OF OCT 12 AND MY TELEGRAM OF OCT 24 CONCERNING ADJUSTMENT OF OUR FACILITIES IN THE GARIBALDI-BAY CITY SECTION OF THE OREGON COAST HIGHWAY IN TALLAMOOK COUNTY. PLS DISREGARD PORTION OF MY MSG ADVISING THAT OUR PLANS AND ESTIMATE COVERING EXTRA WORK BEING FORWARDED TO YOU ON OCT 10. MY LETTER OF OCT 10 COVERED EXPLANATION OF OUR PLANS AS SHOWN ON OUR DRAWING NO. 5626-61 INVOLVING SP R.R. BRIDGE NO. 8828 AND WAS IN REPLY TO YOUR LETTER OF SEPT 28. WE HAVE ORDERED

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

NECESSARY MATERIALS TO START TEMPORARY PHASE THIS PROJECT AND WILL SCHEDULE CREW TO PERFORM WORK WHEN YOU ADVISE STATE OF OREGON HAS APPROVED OUR PLAN AND ESTIMATE OF COST AS INDICATED IN MY LETTER OF MARCH 30 TOGETHER WITH INSTRUCTIONS TO BILL IN ACCORDANCE WITH RPM 30-3=

F L SULLOWAY AREA PLANT SUPERINTENDENT WESTERN UNION TELEGRAPH CO 125 12 ST ROOM 222 OAKLAND 7 CALIF.

RECEIVED
OCT 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION

## TELEGRAM

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

1201 (4-60)

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA206 OC391

1961 OCT 24 PM 10 05

O LLB350 DH CO NL=OAKLAND CALIF 24=

=P M STEPHENSON, ACTING STATE HIGHWAY ENGINEER=
STATE HIGHWAY DEPT SALEM ORG=

RECEIVED
OCT 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

=RE YOUR LETTER OCT 12 CONCERNING ADJUSTMENT OF OUR FACILITIES IN THE GARIBALDI-BAY CITY SECTION OF THE OREGON COASTHIGHWAY IN TILLAMOOK COUNTY. OUR PLANS AND ESTIMATE COVERING EXTRA WORK WAS FORWARDED TT YOU ON OCT. 10. WE ARE WITHHOLDING START OF OUR WORK PENDING APPROVAL OF OUR ENTIRE PROJECT. UPON RECEIPT OF ADDITIONAL APPROVAL WE WILL PROCEED WITH OUR TEMPORARY PHASE OF WORK UNDER THE TERMS OF POLICY AND PROCEDURE MEMORANDUM 30-3=

F L SULLOAAY AREA PLANT SUPERINTENDENT WESTERN UNION TELEGRAPH CO 125 12 ST ROOM 222 OAKLAND 7 CALIFORNIA=

OCT · 61

OCT · 61

"Garibaldi - Bay City
Contr. 5976

Looking southerly from
Sta. 231. (Arrow indicates
excavated mud deposited
in disposal area.)

Taken 10-6-61
by J. Bond

---

"Garibaldi - Bay City
Contr. 5976.
Looking southerly from
west side of cut - Sta.
222 ±.

Taken 10-7-61
by J. Bond

RECEIVED
OCT 16 1961
FOR FILING

F-127( )

5976

COMMISSIONERS
M. [illegible]R, [illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 16, 1961

Fred H. Slate Co., and
E. C. Hall Co.,
11655 SW Barbur Blvd.,
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5976, awarded September 15, 1961, for grading-structure on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 17 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

[illegible]
5176

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 12, 1961

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Telephone Line Adjustment
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Federal Aid No. S-478(1)

Attention Mr. M. E. Bousha

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of September 22, 1961.

Reimbursement for work done subsequent to that date will be done subject to the provisions of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

TWL:jw

cc Forrest Cooper ✓
C. G. Polk
C. H. Maison
R. L. Porter
J. D. Walker
John Bond

NOTED
FORREST COOPER

RECEIVED
OCT 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1961
FOR FILING
F-139(12)
5976

9

October 12, 1961

Western Union Telegraph Company
125 15th Street
Oakland, California

Re: Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Attention Mr. F. L. Holloway

Gentlemen:

The Bureau of Public Roads and the State have approved all necessary adjustments of your facilities on the above-named project as of September 6, 1961. You are hereby authorized to proceed with the work on the entire project as of that date.

This approval of the additional work not covered by the original authorization is contingent upon our receipt and approval of detailed plans and estimates covering the extra work.

Reimbursement for work done subsequent to September 6, 1961, will be made under the terms of PPM 30-4.

Very truly yours,

F. M. Stephenson
Acting State Highway Engineer

cc Mr. C. G. Polk
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. C. H. Maison
Mr. R. L. Porter
Mr. J. D. Walker
Mr. John A. Bond

TWL:fp ms

RECEIVED
OCT 16 1961
FOR FILING
[illegible]
5976

477 Cottage St. N.E.
Salem, Oregon

October 10, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
District Engineer

Utility Adjustment - Pacific Northwest Bell Telephone Co.
Garibaldi-Bay City Section, Oregon Coast Highway
Project S-478(1)

We hereby approve the agreement evidenced by the exchange of correspondence between the State and the utility company.

Authorization to proceed with the work is granted as of September 22, 1961. Approval is subject to the provisions of PPM 30-4.

NOTED
FORREST COOPER

orig to Porter

RECEIVED
OCT 9 1961
FOR FILING

F-129(10)

5976

October 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, Contract No. 5976, in connection with Federal Aid Project Nos. F-129(10) and S-478(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

FORM CD-121

UNITED STATES GOVERNMENT

# *Memorandum*

RECEIVED
OCT 25 1961
~~FOR FILING~~

F-129(10)
5971

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

**DATE:** October 6, 1961

**FROM** : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: T. Dec T. Dec
District Engineer

**SUBJECT:** Utility Adjustment
Western Union Telegraph Company
Garibaldi-Bay City Section
Project F-129(10)

Reference is made to your letter of October 2, 1961. The additional work described therein may be undertaken under our letter of authorization dated September 15, 1961, with the understanding that approval of the work and reimbursement therefor are contingent upon our receipt and approval of detailed plans and estimates covering the extra work.

Copy sent [illegible]
10/10/61.

RECEIVED
OCT 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. Paxson

RECEIVED
OCT 17 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

FILING
5172

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1961

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Telephone Line Adjustments
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project has been approved by the State and you are hereby authorized to proceed with the work as of September 22, 1961.

Reimbursement for the work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

FS:fp

cc C. G. Polk
Forrest Cooper ✓
C. H. Maison
R. L. Porter
J. D. Walker
John A. Bond

NOTED
FORREST COOPER

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]
5976

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1961

Tillamook Peoples Utility District
906 Main Avenue
Tillamook, Oregon

Attention: Mr. Norman I. Berg

Power Line Adjustment
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the above-named project have been approved by the State and you are hereby authorized to proceed with the work as of October 4, 1961.

Reimbursement for the work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't, Field Construction Engineer

FS:fp

cc C. G. Polk
Forrest Cooper ✓
C. H. Maison
R. L. Porter
J. D. Walker
John A. Bond

NOTED
FORREST COOPER

RECEIVED
STATE [illegible] ENGINEER

RECEIVED
OCT 3 1961
FOR FILING

F-129

5976

October 2, 1961

Western Union Telegraph Company
125 12th Street
Oakland, California

Attention Mr. F. L. Sulloway

Re: Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Attached are two copies each of our construction plans for this project, and the exhibit map which is a part of the agreement between the State and the Southern Pacific Railroad Company. This project has been the subject of correspondence between the State and Western Union only as it pertains to the structure near highway Station 203.

In addition to the conflict at the structure, we also will be involved at the tunnel near highway Station 142 and at a grade crossing near Station 109. It is the obligation of the State to reimburse Western Union for the cost of adjustments required due to highway work on any portion of the project.

Please submit an estimate and sketch map in conformance with PPM 30-3 for work required in addition to the work at the structure. Because of the fact that two Federal-aid highway projects are involved, please prepare the estimate in such a way as to break the costs at Station 142+00, which is the division point between the two Federal-aid projects. A proration of costs on a section which is partially on both segments is satisfactory.

Please do not begin work on this project, except at the structure site, until notified that you are authorized to proceed with the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

CHB:fp ms

RECEIVED
OCT 3 1961
FOR FILING

F-129(10)

5976

October 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Western Union Telegraph Company
Telegraph Line Adjustments
Garibaldi-Bay City Section
Projects F-129(10) and S-478(1)

Dear Sir:

In addition to the work required at the structure site near Station 203 on this project, it is necessary to adjust Western Union lines at the tunnel near Station 142 and at the grade crossing near Station 109. It is also possible that some work will be required at other locations, but a field check by Western Union will be required before this can be determined.

The project authorization for this job included $3,000 for adjustment of Western Union lines.

It is requested that the additional work required be allowed as an amendment to the original authorization approved by your letter of September 15, 1961, subject to receipt and approval of the estimate and plan of work. Our contractor is wanting to go to work in this area, so early approval of this additional work would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

CHB:fp ae

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1961

Section Garibaldi- Bay City

Kind of work Grading & Structure

Highway Oregon Coast County Tillamook

Section prefix 29-1074

Contractor Fred H. Slate Co. & E.C. Hall Co.

Contract number 5976

Date of contract Sept. 15, 1961

Specified work days 140

Date work started Sept. 25, 1961

Work days used 4

Project authorization . . . . . $ 892,242.84

Exclusive of engineering . . . . $ 828,794.46

Per cent of time elapsed 3 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . $ 828,794.46

Estimated per cent overrun or underrun . . . . . . . . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . . . . . 2 %

Engineering authorization . . . . . $ 63,448.38

Engineering cost to date $ 206.60, 0.3 %

Date project was completed —, 19

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 30 | 0 | 0 | 0 | | — | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Some clearing work started Monday at Hobsonville Pt. area and north from Bay City , Sta. 222. Clearing work stopped at Hobsonville at our request until their R.R. insurance is approved. Clearing continued on north from Bay City.

Mr. Johnston, Engr. - Insp. for Sou. Pac. R.R. checked through line on Tues. Will let clearing proceed up to about Sta. 205 from the south through area where he found no involvement with their facilities. Contractor Don Hall also in on Tues. and reports his R.R. insurance was submitted to the R.R. last week for approval.

Contractor now plans ( subject to change by weather) to work only on clearing and the mud excavation at Bay City this fall. Reports that structural work will be done by Hamilton & Thoms.

Crew (2 & 3 men) staking clearing.

R.R. insurance approved so that clearing continued at Hobsonville with one Cat on Thurs. with R.R. flagman present. Moved 30-B shovel in with dragline to start mud excavation next Monday. Two dozers clearing sta. 210 to 222 on Bay City end, also ramping down to north end of mud area for dragline access.

Contractor worked full crew on Sat. continuing clearing. Crew also worked staking clearing in the cut at North end , Sta. 105 to 114. Have it ready and dozer will move to it when Hobsonville area is cleared.

NOTED

Signed John A. Bond
Res. Engr.

Anticipated completion date:
November 1, 1962

Address P.O. Box 169, Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

NOTED-- ☐ CE WB ACC RP SOE

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 2.48 |  |  |  |  |
| Miles partially completed | 0 |  |  |  |  |
| Miles completed | 0 |  |  |  |  |
| Total estimated quantities (contract) | 701,500 |  |  |  |  |
| Total quantities corrected to date | " |  |  |  |  |
| Estimated quantities moved or placed to date | 0 |  |  |  |  |
| Average daily quantities | – |  |  |  |  |
| Average daily quantities necessary to complete project on time | – |  |  |  |  |
| Number shifts per day | 1 |  |  |  |  |
| Hours per shift | 8 |  |  |  |  |
| Average force on project for week | 12 |  |  |  |  |

**Men** ~~6~~ 7

**Supervision** 2

**Men and trucks under 3 tons** –

**Men and trucks over 3 tons** –

**Men and tractors** 3

**Equipment used during week:** Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers 3, Compaction rollers .........., .........., .........., ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Fair |  |  |
| Monday | O-cast<br>Fair |  |  |
| Tuesday | Fair |  |  |
| Wednesday | Fair |  |  |
| Thursday | Showers |  |  |
| Friday | Fair |  |  |
| Saturday | Showers |  |  |

RECEIVED
SEP 28 1961
FOR FILING

F-129(10)

5976

September 27, 1961

Fred H. Slate Co., and
E. C. Hall Co.,
11655 SW Barbur Blvd.,
Portland, Oregon

Contract #5976 - awarded Sept. 15, 1961
Grading-structure
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County.

Gentlemen:

Due to an oversight, the revised "minimum hourly wage rates" for Hoisting and Portable Engineers, were not included when this contract was being assembled. We are enclosing three sets for the three copies of contract #5976 sent to you on September 26, 1961.

Will you please insert them in the front part of the contract ust after the sheet entitled "Revisions of Special Provisions".

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Enc.

RECEIVED
SEP 28 1961
FOR FILING

129

5776

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of construction agreement and three copies of easement agreement with the Southern Pacific Company, file No. 32233, relative to the Garibaldi-Bay City Section, Project No. F-129(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
SEP 22 1961
FOR FILING
F-129(10)

5976

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Re: Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County
Project Nos. F-129(10), S-478(1)

Dear Sir:

Herewith are the following data covering adjustment of the facilities of Pacific Northwest Bell Telephone Company in connection with construction on the subject project:

1. Two copies of the letter of our Staff Attorney which establish the obligation of the State to reimburse the Company for adjusting certain portions of the facilities.

2. Two copies of the Company's estimate for adjusting its facilities on private property.

3. Two copies of the sketch prepared by the Company showing adjustments to be made.

Your approval of the agreement between the State and Company, as evidenced above, and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

9

RECEIVED
1961
FOR FILING

F-12Y[illegible]

5976

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

SUBJECT: Pux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County
File 32233

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed copy of construction agreement between Southern Pacific Co. and the State relative to the above-titled matter.

Under this date the executed copy of the easement is being forwarded to Mr. Saling for processing and recording. As soon as his office has done this the executed copy will be forwarded to you for filing.

Distribution of conformed copies of the construction agreement and the easement has been made as indicated below.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc.

cc: G. S. Paxson
Ivan Merchant (2)
Tom Edwards (2)
I. A. DeFrance (2)
J. D. Walker (2)
Earl Saling
J. W. Nash (3)
C. H. Maison

RECEIVED
SEP 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
SEP 18 1961
FOR FILING
F-[illegible]
5976

September 15, 1961

Fred M. Slate and
E. C. Hall Company
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on this date accepted your proposal for grading and structure on the Garibaldi-Bay City Section of Oregon Coast Highway in Tillamook County for the sum of $75[illegible],104.75 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Later this afternoon these conditions were satisfied and the State Highway Engineer today (September 15, 1961) awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5976.

Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
G. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

RECEIVED
SEP 20 1961
FOR FILING

F-129(10)

5976

477 Cottage Street, N.E.
Salem, Oregon

September 15, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-129(10)

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5976 for Oregon Project F-129(10), Garibaldi-Bay City Section, Oregon Coast Highway to Fred H. Slate and E. C. Hall Company of Portland, Oregon, low bidder in the total amount of $753,104.75 for this project and Project S-478(1) at the September 13, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
SEP 15 1961
FOR FILING

F#129

September 15, 1961

Bay City
[illegible]

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

I am returning herewith the duplicate copy of the permit of entry enabling us to proceed with work on the Bay City-Garibaldi Section of the Oregon Coast Highway in Tillamook County.

I wish to thank you for your cooperation on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. W. C. Williams

Southern Pacific Company
65 Market St., San Francisco 5

W. M. JAEKLE
GENERAL MANAGER

SEP 14 1961

Mr. W. C. Williams (2)
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant State Highway Engineer

Dear Sir:

In connection with the proposed highway construction by the State of Oregon between Garibaldi and Bay City, your Project S-478(1) and F-129(10), the Southern Pacific Company hereby permits State of Oregon, its employees, agents and contractors to enter immediately upon the property of Railroad at the locations shown by yellow and green tint on attached print of Portland Division Drawing F-675. Said print also shows by red tint location of a parcel of property to be conveyed to Railroad by State in exchange for the yellow tinted parcels.

The right of entry is to be subject to the following provisions:

1. Highway construction work to be performed by State without contribution from Railroad, and Railroad is to be reimbursed for all expenses incurred in protecting its facilities and operations during construction. A separate construction and maintenance agreement is to be executed by Railroad and State which will set forth the various features of the work and reimbursement to be made to Railroad. There will also be a separate indenture to be executed by State and Railroad which will grant to the State the easement rights on the various parcels of railroad right of way shown by green tint on said Drawing F-675.
2. State agrees to reimburse Railroad for the excess market value of parcels of land to be exchanged as shown by yellow and red tint on said Drawing F-675.
3. State agrees to convey to Railroad by deed the parcel tinted red on Drawing F-675.
4. Plans and specifications for work involving railroad facilities shall be subject to prior approval of Railroad.
5. State has commenced negotiations with Railroad for the acquisition and/or use by the State of aforesaid property and rights. In the event State and Railroad are unable to agree

on the consideration and terms for acquisition of said property within a period of one year from the date of this letter, State agrees to initiate promptly proceedings in a court of competent jurisdiction for the determination of said consideration and terms.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State of Oregon on the duplicate copy of this letter, thereafter returning it to the undersigned.

Yours very truly,

W M Jackleman

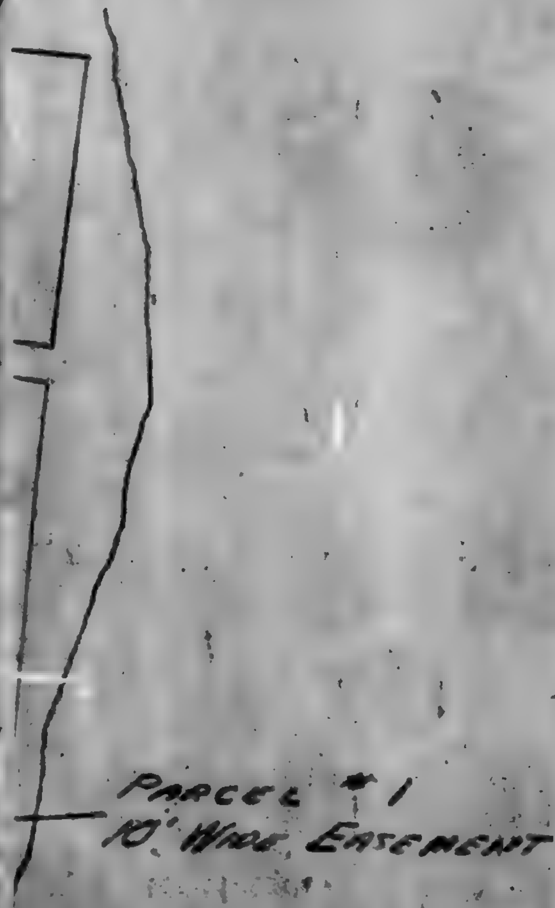
Attch.

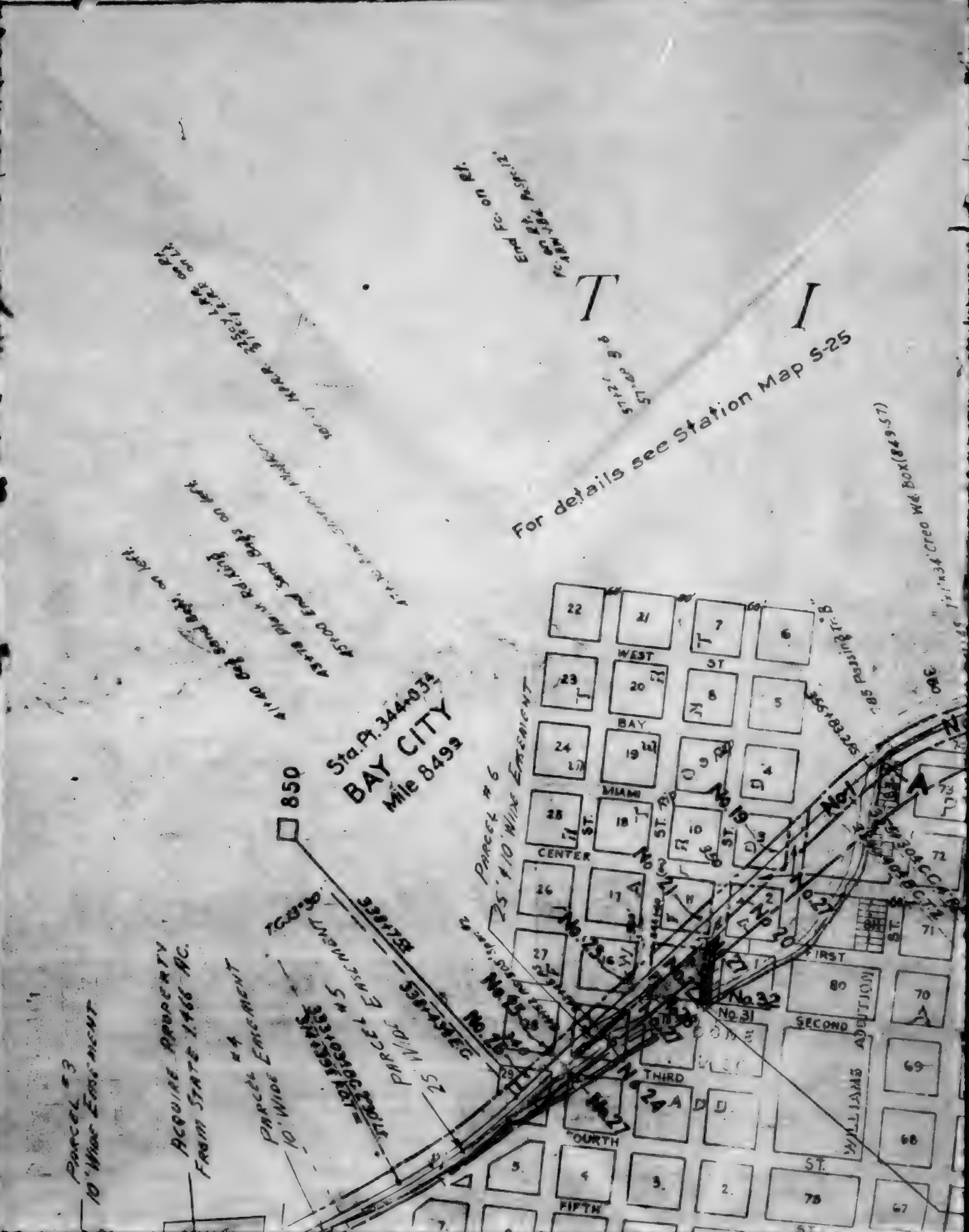
ACCEPTED THIS 15 DAY OF
September 1961
ON BEHALF OF THE STATE OF OREGON
ACTING BY AND THROUGH ITS STATE
HIGHWAY COMMISSION.

By

Title Asst. State Highway Engineer.

RECEIVED
SEP 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER


PARCEL #1
10' WIDE EASEMENT


End Fc. on Rt.
T
I
For details see Station Map S-25
Wd. Box(849.57)
Sta. Pt. 344+03½
BAY CITY
Mile 8493
850
T.C.33+38
PARCEL #6
75' x 10' Wide Easement
PARCEL #3
10' Wide Easement
Acquire Property
From State 1.466 Ac.
#4
Parcel Easement
10' Wide
Parcel #5
Parcel Easement
25' Wide
43+40 end Sand Bldg on left
43+00 End Sand Bldgs on Left
WEST
ST
BAY
MIAMI
ST.
CENTER
FIRST
SECOND
THIRD
FOURTH
FIFTH
ST.
WILLIAMS ADDITION
ADD.
No.19
No.20
No.21
No.22
No.23
No.24
No.25
No.26
No.27
No.30
No.31
No.32
No.1
22
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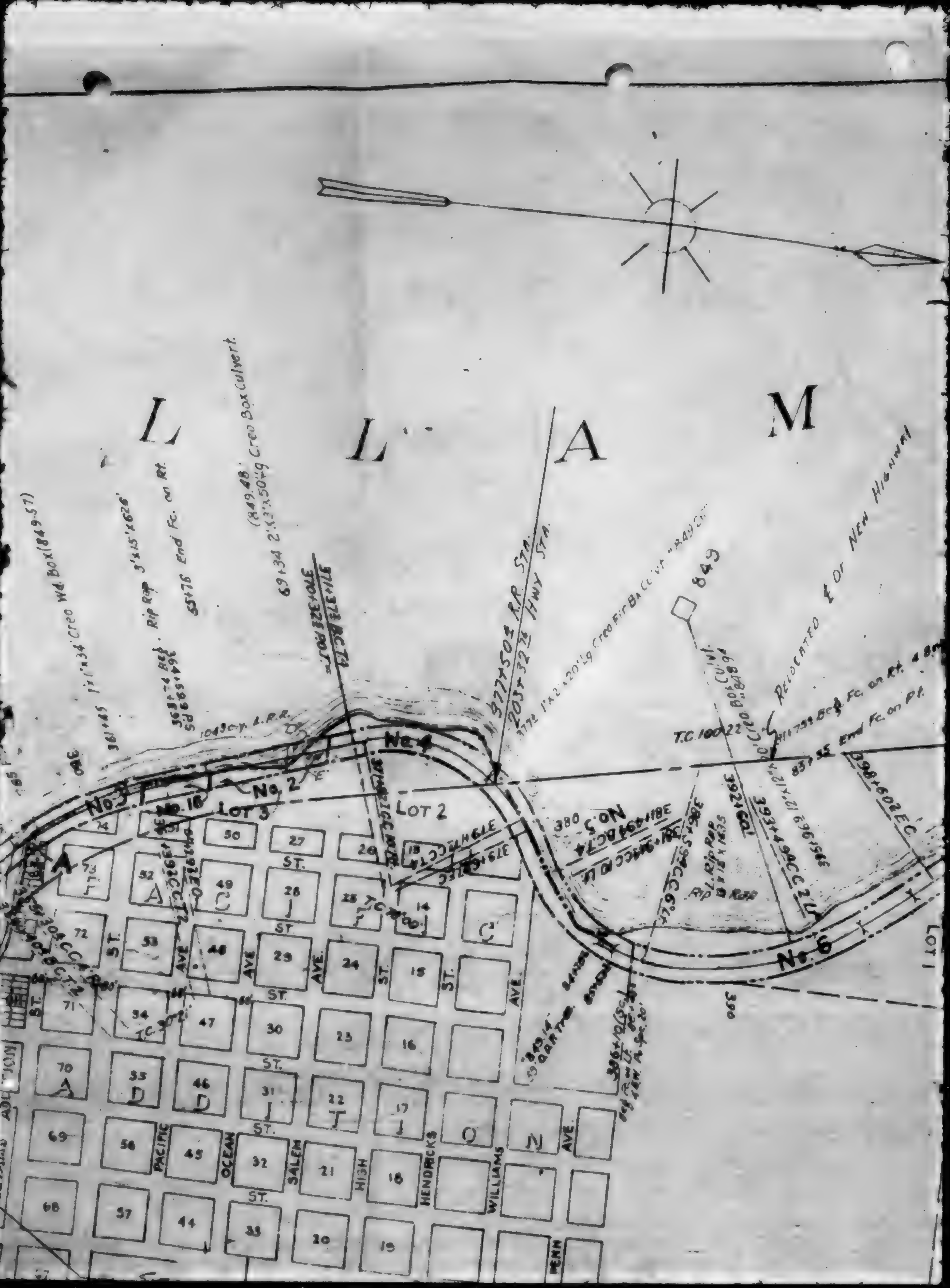
L
L
A
M
Creo Wd. Box (849.57)
Rip Rap 3'x15'x626'
55+76 End Fc. on Rt.
(849.48) 69+34 2'x3'x50'Lg Creo Box Culvert.
377+50± R.R. STA.
203+32 HWY STA.
1'x2'x20'Lg Creo Fir Bx Culvt.
849
Creo Box Culvt.
RELOCATED ℄ OF NEW HIGHWAY
Beg Fc. on Rt.
End Fc. on Pt.
T.C. 100.22
No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
LOT 2
LOT 3
LOT 1
380
390
ST.
AVE.
PACIFIC
OCEAN
SALEM
HIGH
HENDRICKS
WILLIAMS
PENN
ADDITION
A
D
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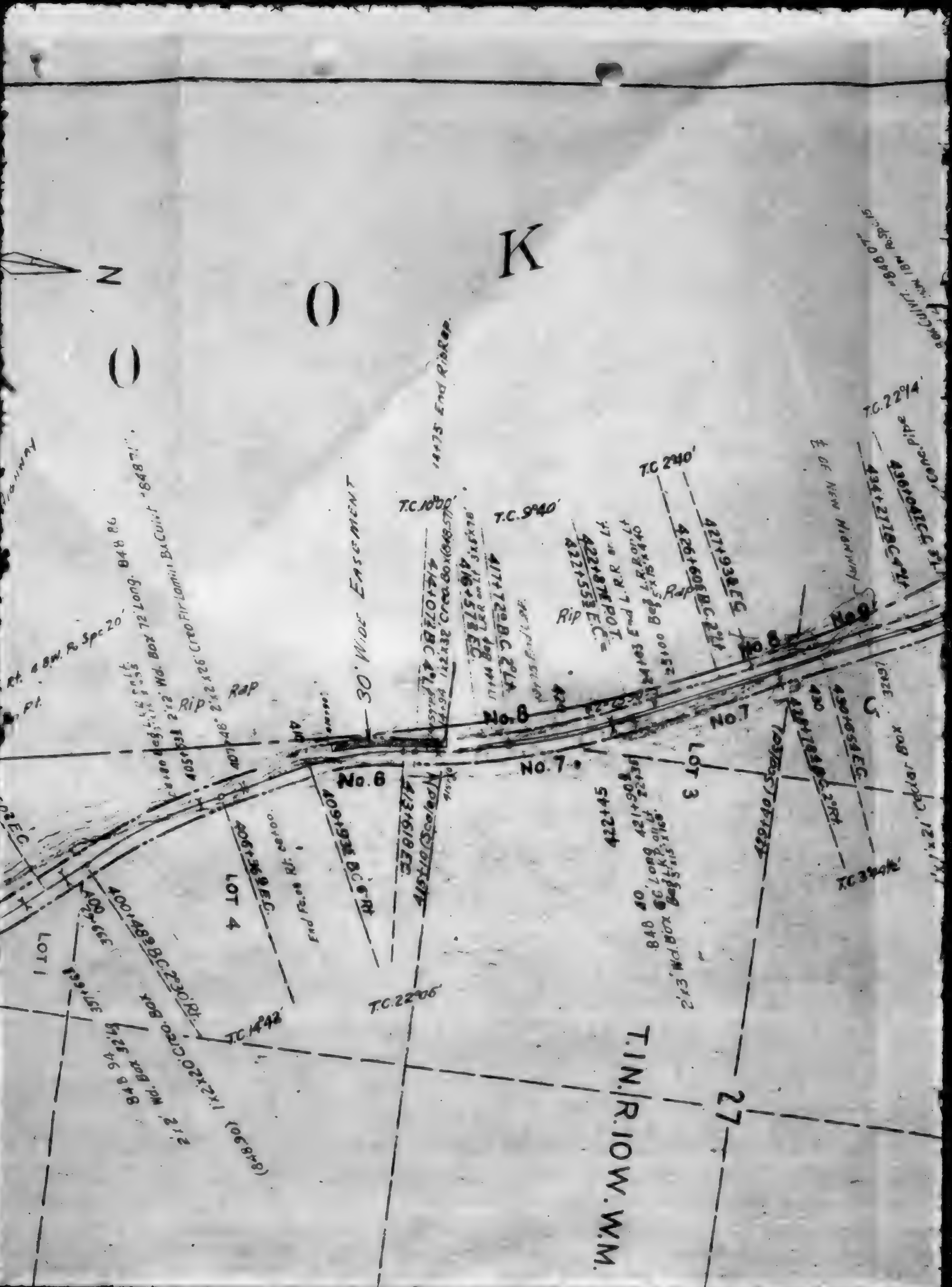
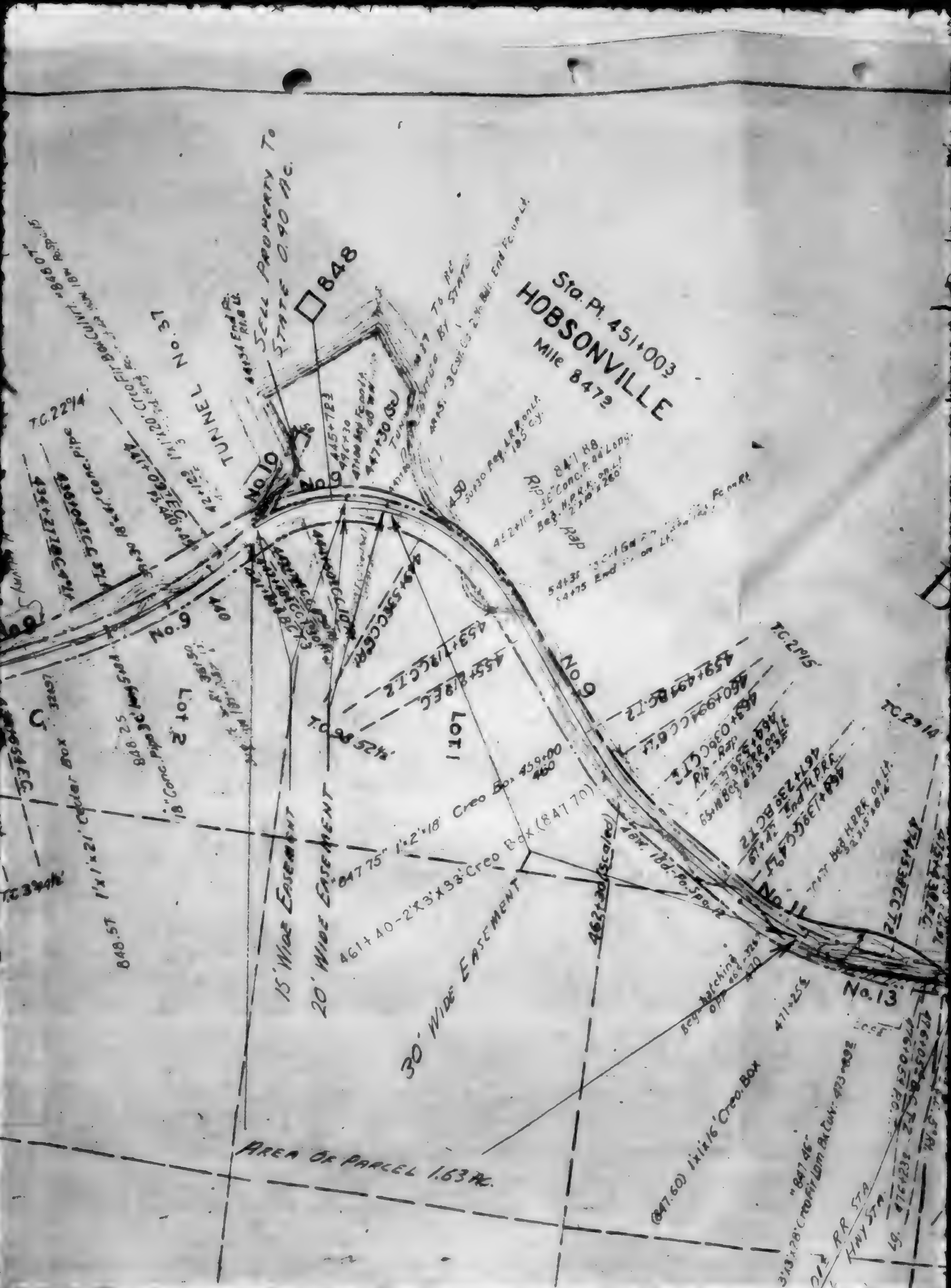
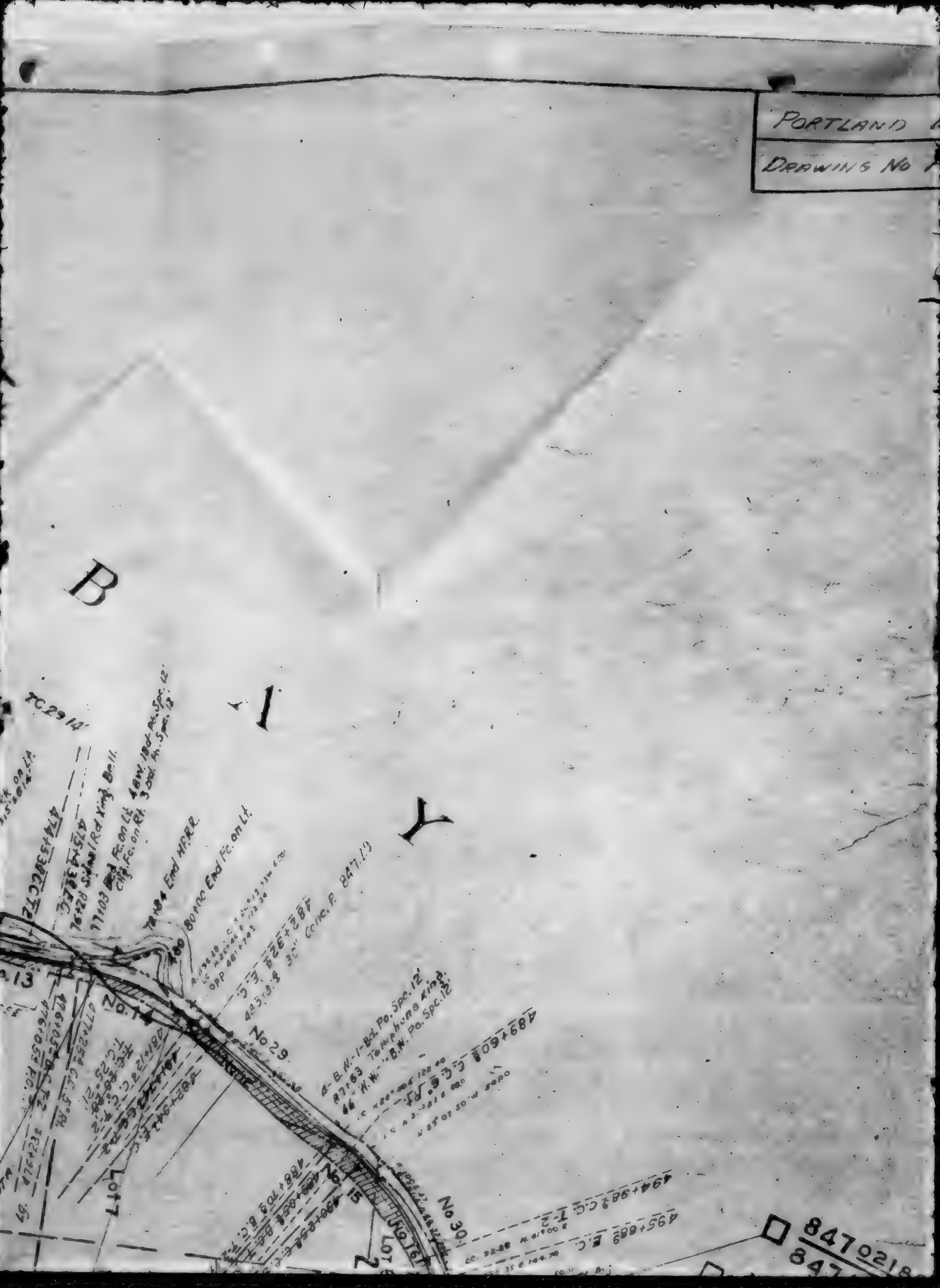
20
13
14
15
16
17
18
19
Rip Rap
T.C. 30.2
T.C. 78.00

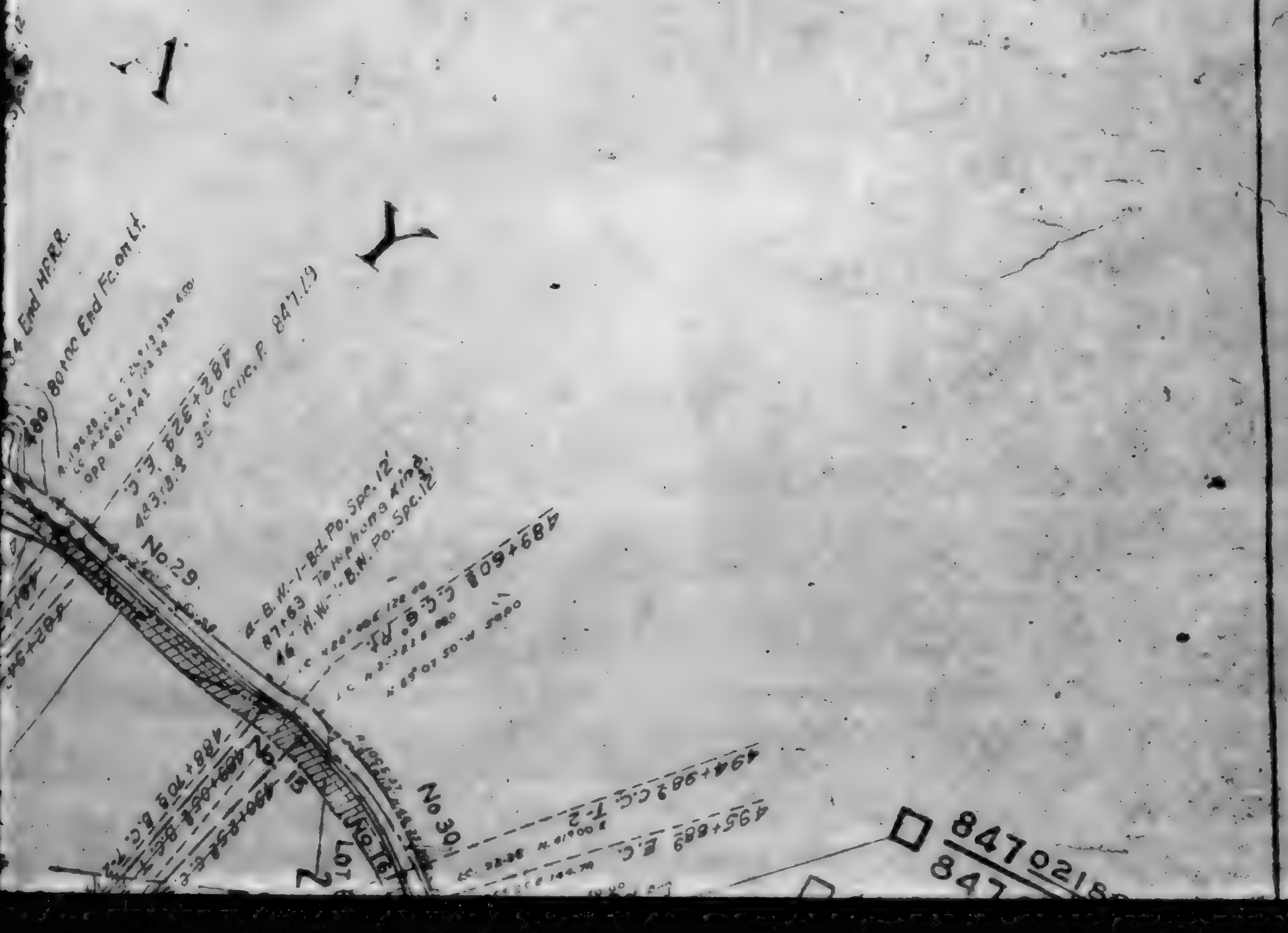

N
O
O
K
Highway
Rt. & B.W. R. Spc 20.
Pt.
2'x2' Wd. Box 72' Long. 848 R6
2'x2'x26' Creo Fir Lamin Bx Culvt. 8487
Rip Rap
405+31
407+48
30' Wide Easement
14+75 End Rip Rap
T.C. 10°00'
414+07 BC 4°L
1'x2'x32' Creo Box (848.57)
416+57.8 EC
417+12 BC 2°LA
T.C. 9°40'
Rip Rap
422+55.3 EC
422+87 POT
426+60 BC 2°Lt
427+93.8 EC
T.C. 2°40'
T.C. 22°14'
Conc. pipe
No. 6
No. 6
No. 7
No. 7
No. 8
No. 8
No. 9
LOT 1
LOT 3
LOT 4
C
400+48 BC 2°30' Rt.
406+36 EC
409+93 BC 6° Rt
413+18 EC
415+10 (Scaled)
422+45
End Fence Rt.
T.C. 14°42'
T.C. 22°06'
T.C. 34°0'
Cedar Box
430+55 EC
429+40 (Scaled)
848.94
2'x2' Wd. Box 32'
1'x2'x20' Creo. Box
(848.90)
T.1N. R.10W. W.M.
27

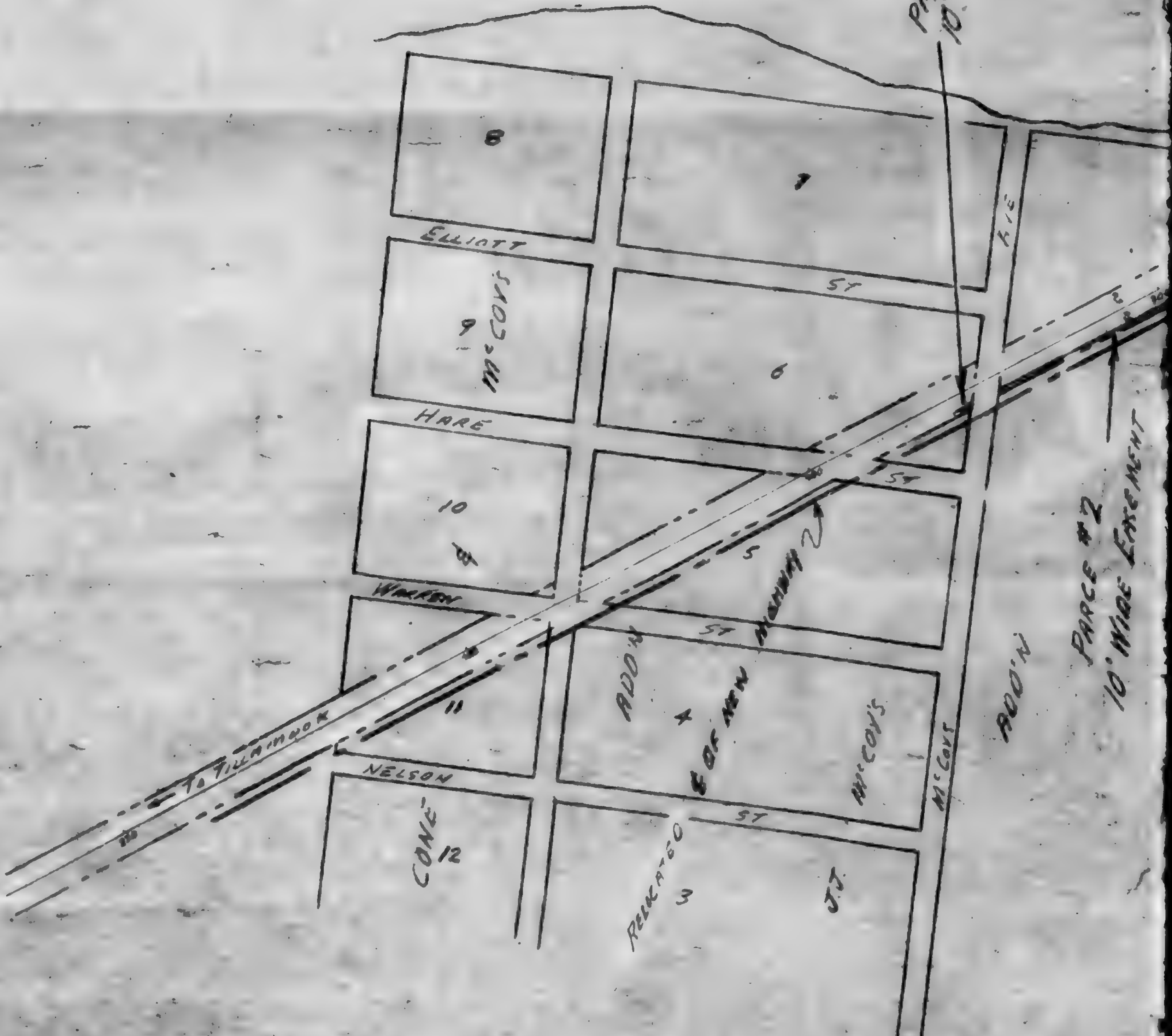

Sta. Pt. 451+003
HOBSONVILLE
Mile 847.9
848
SELL PROPERTY TO STATE 0.40 Ac.
TUNNEL No. 37
No. 10
No. 9
No. 9
No. 9
No. 11
No. 13
T.C. 22°14'
T.C. 28°52½'
T.C. 2°15'
T.C. 2°14'
T.C. 3°40½'
Lot 2
Lot 1
15' Wide Easement
20' Wide Easement
30' Wide Easement
Area Of Parcel 1.63 Ac.
445+78.3
447+30 (Se)
Tunnel
To Be
By State
455+13.18 C.C. T.2
455+13.18 E.C.
459+49 B.C. T.3
460+09 C.C. 0.T.2
463+03 C.C. T.3
467+23.30 B.C. T.2
End H.P.R.R.
Rip-Rap
Rap
Rip
847.88
36" Conc. P. 80 Long.
Beg. H.P.R.R. on Lt.
1'x2'x18' Creo Box 459+00
"847.75"
Creo Box (847.70)
461+40 - 2'x3'x33' Creo Box
462+30 (Scaled)
1'x1'x21' Cedar Box
"18" Conc. Pipe
848.25
848.57
18" Conc. Pipe
Beg. hatching opp. 464+70
471+25
(847.60) 1'x1'x16' Creo. Box
"847.46"
3'x3'x28' Creo Fit Dom Bx Culv. 473+89
Old R.R. Sta.
Hwy Sta.
Lg.
476+23
54+38
54+75 End ... on Lt.

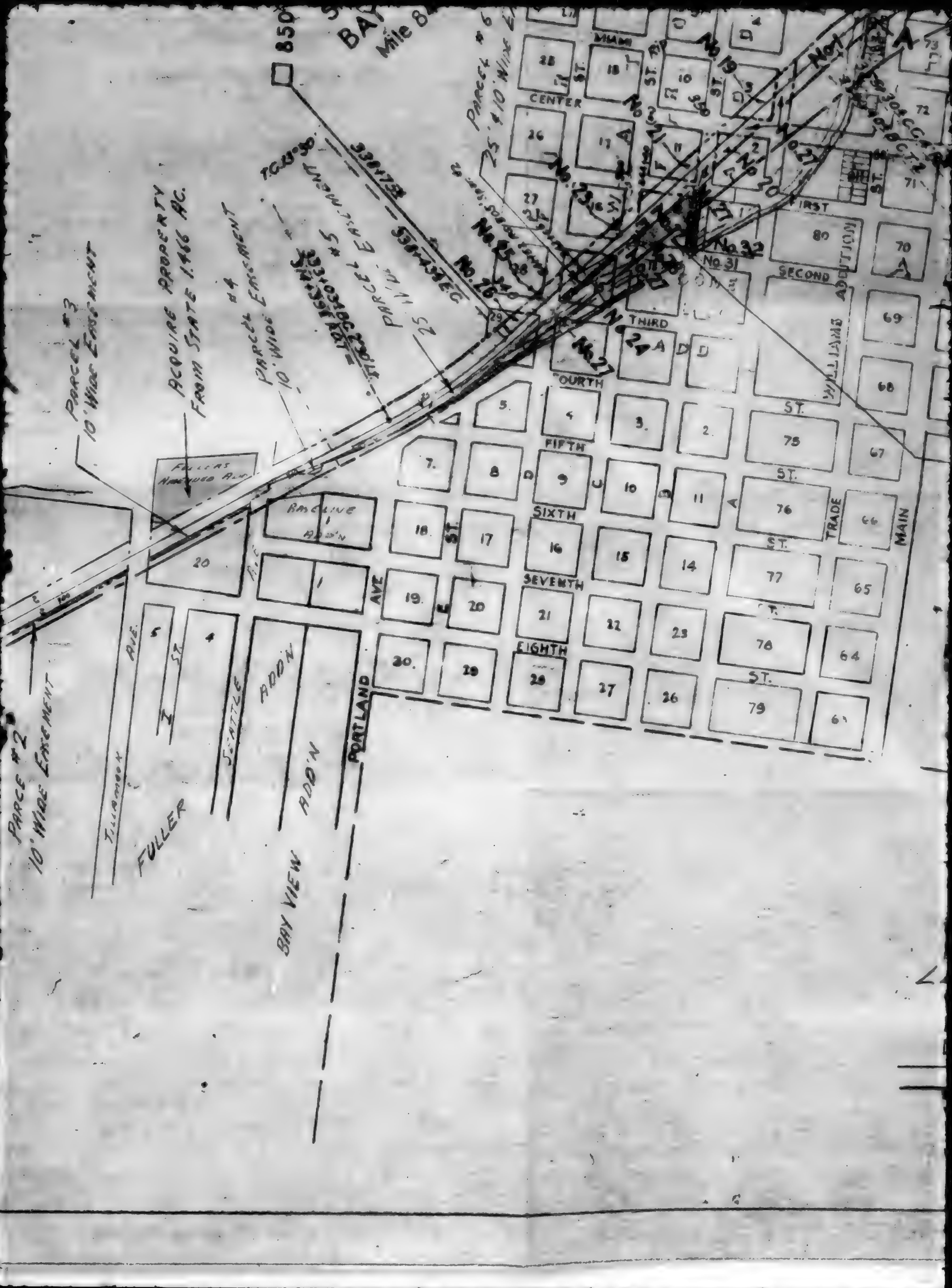

PORTLAND
DRAWING NO
B
I
Y
T.C. 29°14'
474+53 P.C.T.2
475+33 E.C.
76+28 School Rd. Xing. Bell
77+03 Bd. Fc. on Lt.
Chg. Fc. on Rt.
18 W. 18 d. Po. Spc. 12
3 od. Po. Spc. 12
78+84 End HP.R.R.
80+00 End Fc. on Lt.
480
OPP 481+74.5
P.C. 482+33
423 B.B 30" Conc. P. 847.19
No. 13
No. 14
No. 29
No. 30
A-B.N.-1-Bd. Po. Spc. 12
87+63 Telephone Xing
46 N.W.-1-B.N. Po. Spc. 12
P.C. 3 489+60
N 85°07'50" W 50.00
LOT 7
LOT
494+98 P.C.C. T-2
495+88 E.C.
847.0218
847
15
16
2
69

PORTLAND DIVN

DRAWING No F-675


Spc. 12
I
Y
34 End HFRR.
80+00 End Fc. on Lt.
OPP 461+74.8
483+18.8 30" Conc. P. 847.19
No 29
6-B.W.-1-Bd. Po. Spc. 12
87+63 Telephone Line
16" H.W. B.W. Po. Spc. 12
489+60.8
No 30
No 16
Lot 2
15
488+70.8 E.C.
494+98.2 C.C. T-2
495+88.9 E.C.
847.0218
847


PARCEL #1
10' WIDE EASEMENT
8
7
ELLIOTT
ST
KIE
9
McCOY'S
6
HARE
ST
10
5
WARREN
ST
℄ OF NEW HIGHWAY
TO TILLAMOOK
11
ADD'N
4
McCOY'S
NELSON
ST
CONE'
12
RELOCATED
3
J.J.
McCOYS
ADD'N
PARCEL #2
10' WIDE EASEMENT


850
BAY
Mile 8
PARCEL #6
25' & 10' WIDE
MIAMI
CENTER
ST.
No. 19
No. 1
No. 21
No. 23
No. 25
No. 26
No. 27
No. 30
No. 31
No. 32
No. 24
No. 22
T.C. 13°30'
PARCEL #5
25' W'D EASEMENT
PARCEL #4
10' WIDE EASEMENT
ACQUIRE PROPERTY
FROM STATE 1.466 AC.
PARCEL #3
10' WIDE EASEMENT
FULLERS
Amended Add.
BAYLINE ADD'N
PARCEL #2
10' WIDE EASEMENT
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
ST.
TRADE
MAIN
WILLIAMS ADDITION
ADD
TILLAMOOK AVE.
I ST.
SEATTLE
ADD'N
FULLER
PORTLAND AVE
BAY VIEW ADD'N
1
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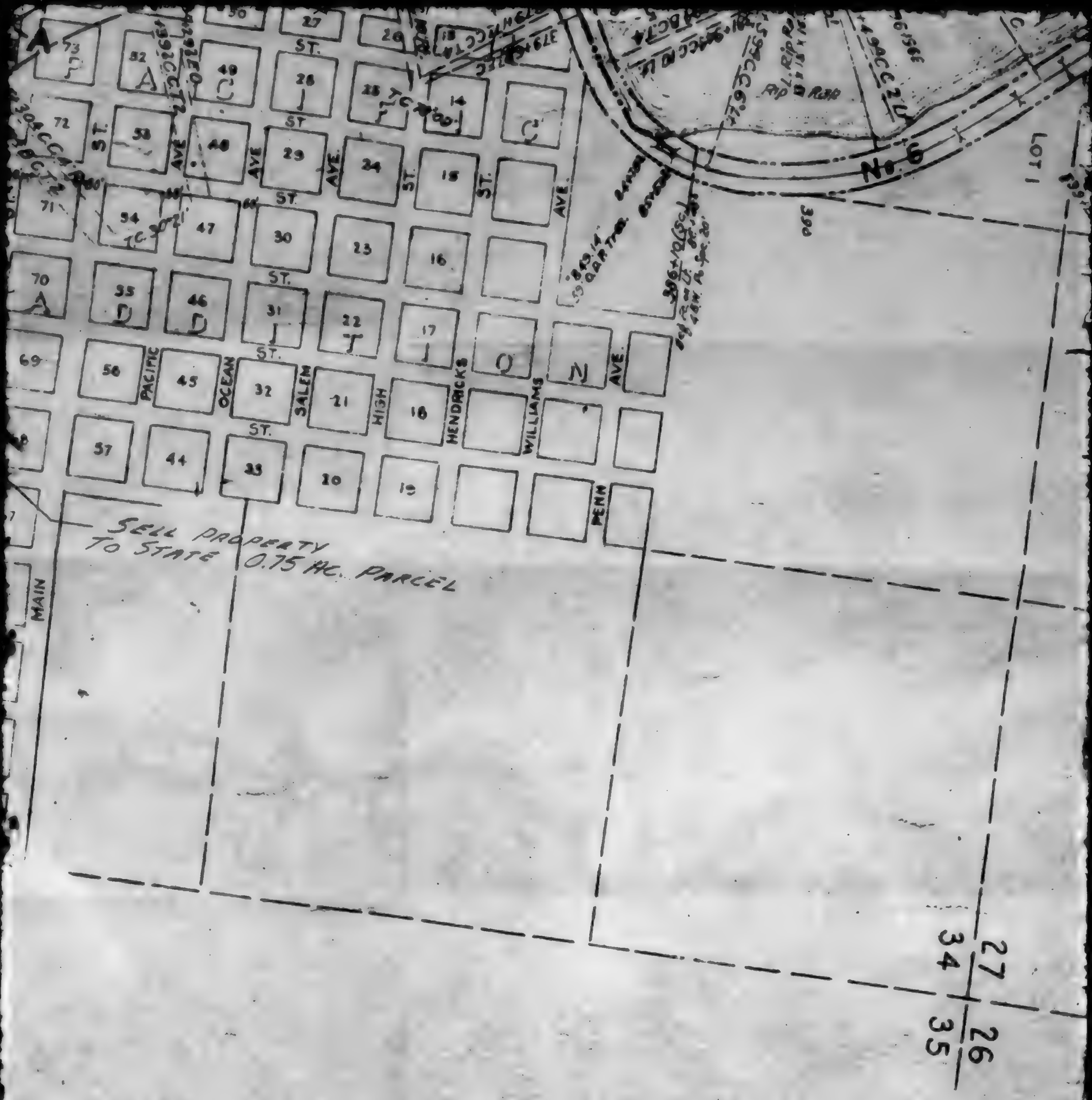
A
ST.
AVE
AVE.
PACIFIC
OCEAN
SALEM
HIGH
HENDRICKS
WILLIAMS
PENN
MAIN
A D D I T I O N
No 6
LOT 1
T.C.
SELL PROPERTY TO STATE 0.75 AC. PARCEL
27
34
26
35
73
72
71
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52
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19

LEGEND

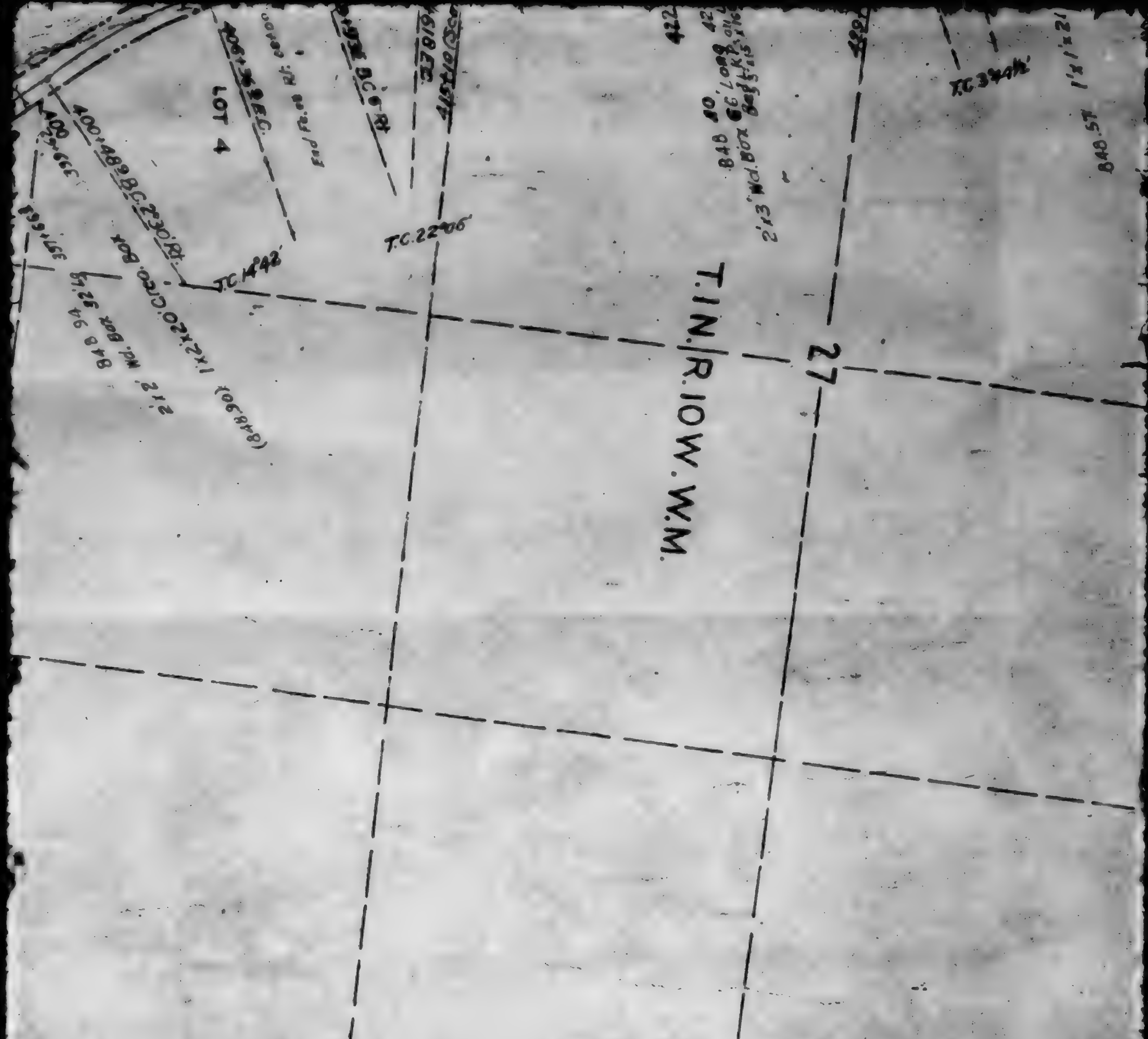
🟥 RED TINT SHOWS PROPERTY TO BE ACQUIRED FROM STATE O

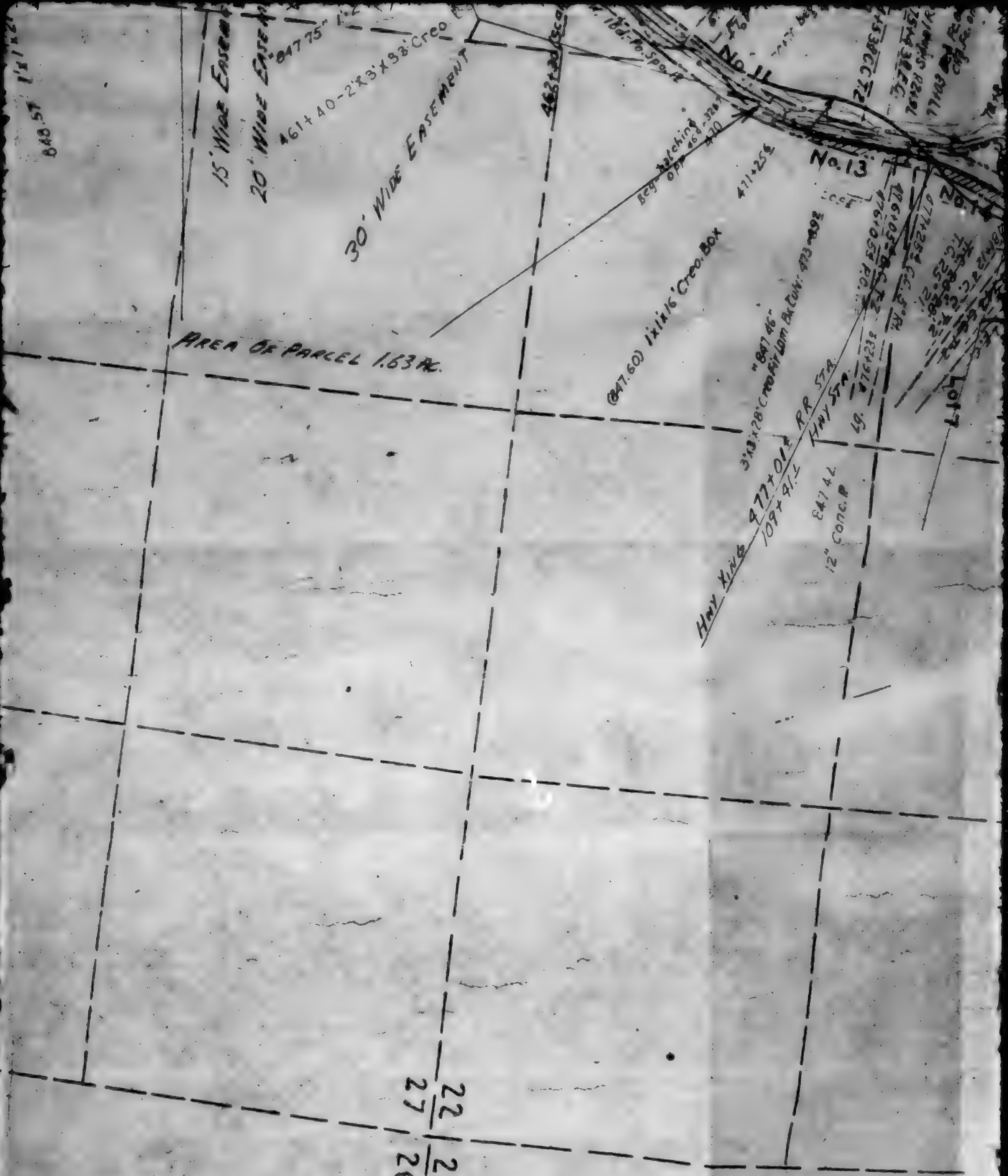
🟨 YELLOW TINT SHOWS PROPERTY TO BE SOLD TO STATE OF O

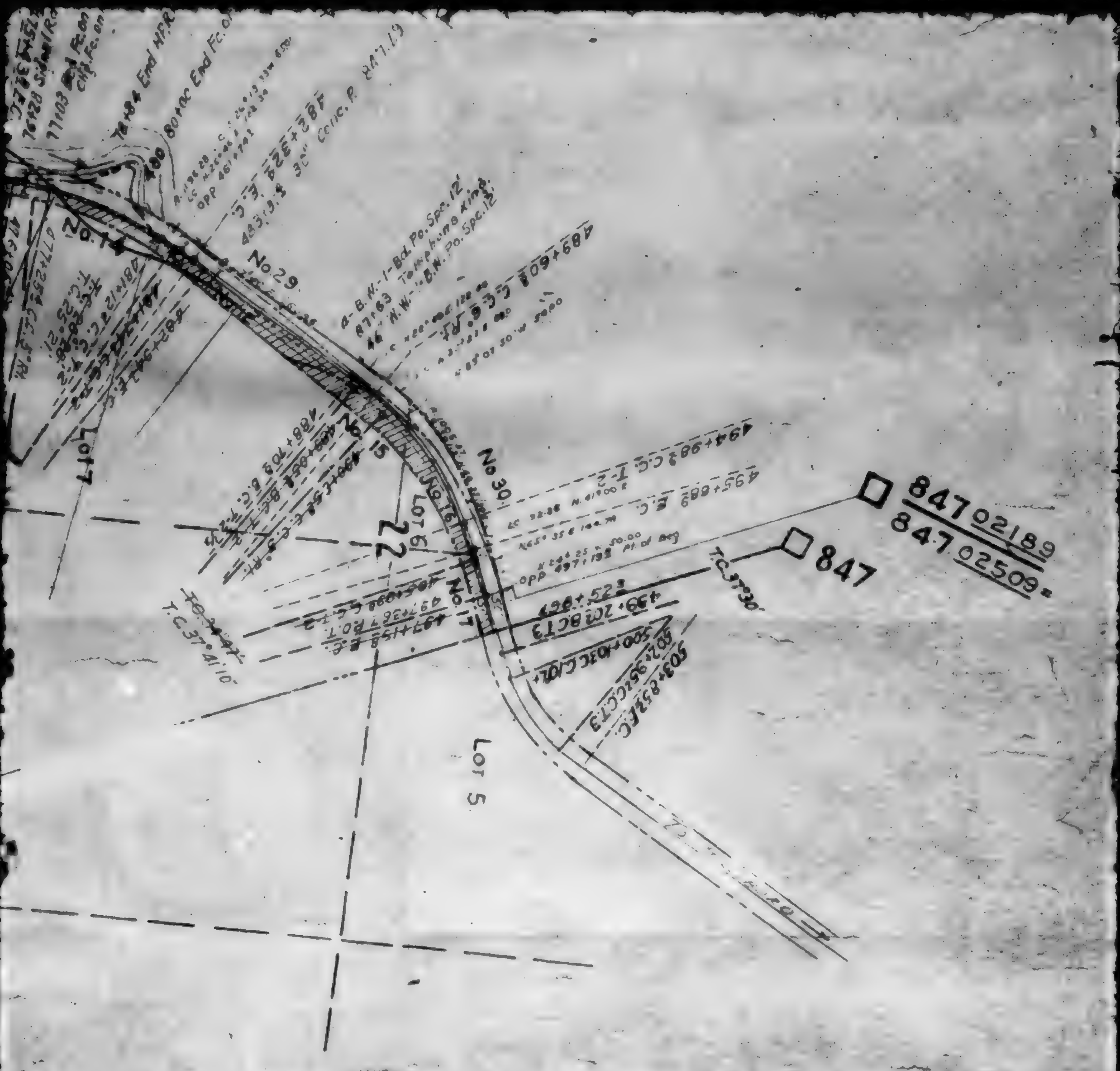
🟩 GREEN TINT SHOWS EASEMENTS TO. STATE OF OREGON

— - - — SHOWS S.P. CO PROPERTY LINE

—— - —— MAUVE DASHED LINE SHOWS RELOCATED ℄ OF HIGHWAY


LOT 4
400+48.9 B.C. 7°30' Rt.
339+00
351+68
1'x2'x20' Circ. Box
2'x2' Wd. Box 32 ft.
848 94
(848 90)
T.C. 14+42'
T.C. 22+06'
BC 6° Rt.
378+19
415+10
End 20.00 Rt.
422
848 10
66' Long
2'x3' Wd. Box
T.C. 34+41'
1'x1'x21'
848 57
T.1N. R.10W. W.M.
27
E OF OREGON
F OREGON
GON
WAY 101


848.57 1'x1'x2
15' Wide Easem
20' Wide Easem
847.75
461+40-2'X3'X38' Creo
30' Wide Easement
463+20 Scc
No. 11
No. 13
Beg. Notching Opp. 468+32
471+25
Area Of Parcel 1.63 Ac.
(847.60) 1'x1'x16' Creo. Box
"847.46"
3'x3'x28' Creo. Fil. Lom. Bx. Culv. 473+89
RR. Sta.
Hwy. Sta.
Hwy. Xing 477+01
109+41
847.42
12" Conc. P
476+23
No. 14
22
27
23
26


No.14
No.29
No 30
No 15
No 16
No 17
Lot 7
Lot 6
Lot 5
22
847 02189
847 02509
847
T.C. 37°30'
T.C. 37°41'10"
A-B.N.-1-Bd. Po. Spec. 12
87+63 Telephone Line
46' N.W. - B.N. Po. Spec. 12
494+983 C.C. T-2
495+889 E.C.
497+367 P.O.T.
499+523
499+201 BCT3
500+013 C.C.
502+961 C.C.T3
503+853 E.C.
489+609 E.C.
400
80+00 End Fc.
72+84 End HFR
30" Conc. P. 847.19

# SOUTHERN PACIFIC COMPANY

## PACIFIC LINES

TILLAMOOK BRANCH

MP 850-848

RELOCATION OF US HIGHWAY #101

SCALE - 1"=400'    DF    OCT. 21, 1960

Rev. AUG. 25, 1961

RECEIVED
SEP 18 1961
FOR FILING

F-129(10)

[illegible]

September 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Dear Sir:

I attach hereto copy of a permit of entry which was received today authorizing us to work upon railroad right of way on the Bay City-Garibaldi Section of the Oregon Coast Highway.

This was discussed with Mr. Bester, and we are making the award to the low bidder today.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams

RECEIVED
SEP 11 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
September 11, 1961

Mr. Glen Sorenson

Herewith fully executed copies of the indenture and construction agreement covering the overcrossing of the Southern Pacific Company's tracks at Bay City; also attached are ten prints of the drawing and of "Exhibit B" to use in making up copies for distribution within the Department.

You will note that the railroad company requests a certificate of the recording of the instruments.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

*Southern Pacific Company*

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER - SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES - SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

September 7, 1961

911/323

O-PD-60-27

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Reference is made to your file PUX 399, concerning the proposal for highway construction between Garibaldi and Bay City.

Attached are the State's fully executed counterparts of the indenture and the construction-maintenance agreement covering the construction of overpass across railroad right of way just north of Bay City. Each of these instruments is dated August 11, 1961. Also attached are 10 prints of Portland Division Drawing A-2051, and 10 copies of Exhibit "B", covering "Relations with Railroad Company," as requested in your letter of June 7, 1961.

If and when the indenture granting easement to the State for the location of this overhead structure is recorded, it would be appreciated if the recording information would be forwarded to this office.

Yours very truly,

Attch.

Highway

RECEIVED
SEP 8 1961
FOR FILING

F-129[illegible]

[illegible]

STATE OF [illegible]

September 5, 1961

Cooper

Mr. Willmur C. Ott
1703 Fifth Street
Tillamook, Oregon

Dear Mr. Ott:

Your letter of August 31 is being forwarded to the State Highway Department for its consideration. The equipment transfer papers are likewise being forwarded.

You will no doubt hear from that department concerning your position as to the loss of time and money.

Very truly yours,

ROBERT Y. THORNTON
Attorney General

By
E. G. Foxley
Deputy

EGF r

Wright

wd.

Please check on this second point

1703 Fifth Street
Tillamook, Oregon
August 31, 1961

Mr. Robert Y. Thornton
Attorney General
State Of Oregon
Salem, Oregon

Re: File No. 32247
Hobsonville--Bay City Section
Oregon Coast Highway

Dear Mr. Thornton:

Thank you for your time and trouble in checking with the State Highway Department in our behalf.

We received a Bill of Sale for the equipment from the Texaco Co. on July 8, 1961, which we immediately sent to the Highway Dept., but we did overlook the transfer form from us to the Dept. As soon as we were notified of our oversight, the form was sent to their office on Aug. 8, 1961. This was the same form you sent us?

Your letter seems to evade the issue regarding our loss of time and the use of our money. What do we go back into business with, and what or who compensates us for the loss of time? Interest amounts to $52.50 per month bank rate on the sum involved. The way we see it is that the deal is not consummated until we have received the agreed amount, and if we were selling to a private individual he would have no rights what-so-ever until the deal was complete and would not even receive a deed to the properties until payment was made.

We are enclosing two signed copies of the equipment transfer papers you sent.

Very truly yours,

Wilmur C. Ott
WILMUR C. OTT

File No. 32247
Hobsonville-Bay City Section
Oregon Coast Highway
Willmur C. Ott

To Oregon State Highway Commission:

The following machinery and equipment is hereby transferred to the Oregon State Highway Commission as per option executed by us on May 2, 1961:

Gasoline pumps (2)
Air compressor
Gasoline tanks (2)
Grease hoist

We herewith acknowledge that we are the legal owners of the above mentioned items and that the same are now located on the property described in said option and are to be transferred to the Oregon State Highway Commission for the consideration as stated in said option.

Dated this 31 day of August, 1961.

Willmur C. Ott (SEAL)
Letha M. Ott (SEAL)

9

RECEIVED
AUG 30 1961
FOR FILING
F-129 [illegible]

August 29, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Bay City-Garibaldi

Attention: Mr. Kendrew

Dear Sir:

A few days ago, we discussed the matter of satisfying the Coast Concrete Company, who use the loading slip at the present siding track on "C" Street.

I attach hereto two copies of a letter from the Coast Concrete Company signifying their satisfaction with the new loading facilities that are to be built at Tillamook Street. I believe this will satisfy your purposes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:am

cc to: Mr. W. C. Williams

FORM E-20 80M 3-61 34397

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1961

SUBJECT: Hobsonville-Bay City Section
Oregon Coast Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Department

Attached please find letter from Coast Concrete Company agreeing to the planned move of the commercial spur and their loading docks in the City of Bay City.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

Phone Victor 2-4437

# COAST CONCRETE COMPANY

**Readymix Concrete - Sand - Gravel - Crushed Rock**
**On Highway 101 North**
**TILLAMOOK, OREGON**

RECEIVED
AUG 28 1961
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

August 25, 1961

Mr. J.D. Walker,

Oregon State Highway Commission,

Salem, Oregon.

Dear Sir:

Some months ago seve ral men, among them wer e Mr. Bond and Mr. Robert Friess along with two other men from the State Highway Department came to my office in Tillamook, Oregon and at that time agreed to the removal of spur and ramp at Bay City and the restoration of spur and ramp at a new location.

This letter authorizes the removal and restoration of spur and ramp as agreed.

Yours Very Truly

Raym. Pendergast

Treasurer

RECEIVED
AUG 29 1961
FOR FILING

F-129(10)

59 [illegible]

August 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of Order No. 37979 and Order No. 37965 issued by the Public Utility Commissioner relative to the Bay City Industrial Spur and the "C" Street (Bay City) Grade Crossing.

The above orders pertain to the Garibaldi-Bay City Section, Project No. F-129(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

RECEIVED
AUG 25 1961
FOR FILING

August 25, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Dear Sir:

A telephone conversation with Mr. Kendrew this morning I believe cleared up all of the right-of-way matters in connection with the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. The State's appraisal of the value of Southern Pacific property and facilities was given you in a letter dated April 14, 1961 signed by Mr. R. J. Burner, Right of Way Supervisor. The State's appraisal of this property was $14,000, which included the cost of removing the spur track at "C" Street in Bay City and reconstructing it at Tillamook Avenue. The estimate of this track work was $4,736.

The appraisal also included the value of a garage building on Parcel No. 1, which you have advised us does not belong to the Southern Pacific Company. The appraisal of this building was $700. The track work is included as a reimbursable item in our construction contract and should not appear in the right-of-way transaction. We are arranging with the owner of the building, which we understand to be the Coast Concrete Company, for settlement in connection with the building itself. These two items, totalling $5,436, should be deducted from the State's appraisal, leaving a net value of Southern Pacific property of $8,564. Offsetting this is the value of the State's property at Tillamook Avenue which is to be transferred to the Southern Pacific Company. This appraisal is $810. The net payment to the Southern Pacific Company under our appraisals would thus be $7,754.

The following tabulation shows our computation of values:

| | | |
|---|---|---|
| State's Appraisal of Southern Pacific Property Including Track Work and Building | | $14,000 |
| Track Work (in Construction Contract) | $4,736 | |
| Building on Parcel No. 1 (Not Owned by Southern Pacific | 700 | |
| | | 5,436 |
| | | $ 8,564 |
| State's Appraisal of Property to be Transferred to Southern Pacific | | 810 |
| Net Payment to Southern Pacific Company | | $ 7,754 |

We have discussed the replacement of the gravel-loading facility now located at "C" Street and its reconstruction at the Tillamook Avenue location with the Coast Concrete Company. They are satisfied with the arrangements we have made for replacement and will give us a letter signifying their satisfaction, copy of which will be sent to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Mr. W. C. Williams
Mr. Walter T. Wright
Mr. E. J. Benner

RECEIVED
JG 24 1961

FOR FILE
F-129(10)

477 Cottage Street, N.E.
Salem, Oregon

August 22, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project F-129(10)

Garibaldi-Bay City Section

We have today approved the P. S. and E. documents for Oregon Project F-129(10), Garibaldi-Bay City section of the Oregon Coast Highway providing for 1.658 miles of grading and construction of a 181 foot railroad separation structure.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired. Concurrence will also be withheld pending receipt of the State-Railroad agreement and of evidence that the structure plans have been approved by the railroad.

FORM E-123-X 50M 1-61
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 18 1961
FOR FILING

F-129(90)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 18, 1961

Mr. G. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Garibaldi-Bay City
Grading, Paving, and
Structure

Dear Sir:

Rights of way or rights of entry have been obtained on 39 of the 40 files required for this project.

File No. 32233 - Southern Pacific Company. This file is being handled by Mr. G. S. Paxson, who reports that an agreement is in the hands of the Railroad and that he has been assured that the signed agreement will be returned to him by the date of bid opening.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
AUG 22 1961
FOR FILING

F-129(10)
1
5976

**CROWN ZELLERBACH CORPORATION**
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

August 18, 1961

State Hwy Engr

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: File 32220 - Crown Zellerbach Corporation
Hobsonville-Bay City Section -Oregon Coast
Highway - Tillamook County

Gentlemen:

This letter is for the purpose of authorizing the State Highway Commission, its employees or engineers to go upon that certain tract of land in Government Lot 2, Section 27, Township 1 North, Range 10 West, W.M., as necessary for improvement and relocation of the above-designated section of highway.

It is understood and agreed that the granting of said permission shall in nowise prejudice the position of the grantor herein with regard to any settlement which may subsequently be made for right of way through said tract, or shall in nowise be considered an acceptance of any offer of such settlement made by the Highway Commission.

It is further understood that such permission is granted for the sole purpose of assisting in clearing the project for contracting and to avoid unnecessary delay that might be caused if such entry is made contingent upon agreement or the process of eminent domain.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By________________________
Manager
Land & Tax Department-Northwest

Wright.

WHLocke/H

RECEIVED
AUG 11 1961
FOR FILING

F-1391
A. W. KILBORN
SUPERINTENDENT
5976

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

8-2660

IN REPLY PLEASE REFER TO

322 (O-PD-60-27)

August 8, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of August 4, regarding Bay City - Garibaldi Section, Oregon Coast Highway, Tillamook County:

The flagman and watchman protection for the proposed construction project between Bay City and Garibaldi on Oregon Coast Highway will be in accordance with attached Exhibit "A".

Yours truly,

A W Kilborn

RECEIVED
AUG 10 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
AUG 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Railroad Personnel: Following is a list of the numbers and classification of the Railroad employees that may be required by Railroad to perform flagging or related protective service during construction of the work described herein in the specification titled "Railroad Protective Service"; the applicable rates of base pay and overtime pay; additional charges, expressed either in dollars or in percentage values of pay rates, of allowances for vacations, railroad retirement and unemployment taxes, paid holidays, health and welfare insurance, compensation and liability insurance, and other similar allowances that are obligations of the Railroad; lists of head quarters of railroad employees to be utilized, and the costs for travel of such employees to the project site and return to headquarters; and cost for meals and other accommodations to be provided to railroad employees.

Information as to the Railroad employees which may be required to provide protection to Railroad facilities is as follows:

| (a) Max. Number | (b) Classification | (c) Base Pay 8 Hours | (d) Headquarters |
|---|---|---|---|
| 3 | Pilot Conductors | $19.84 to $21.67 | Brooklyn |
| 1 | Yard engine foreman | $22.74 | " |
| 2 | " " helpers | $21.47 | " |
| 1 | Section foreman | $18.74 to $21.00 | Wheeler |
| 2 | " laborers | $16.50 to $17.36 | Wheeler |
| 1 | B&B foreman | $21.86 | Tillamook |
| 2 | " carpenters | $19.28 to $19.76 | Tillamook |

Notes: (a) A full flagging crew consists of three men, as indicated in above grouping. Under certain conditions, less than three men may be sufficient. (b) Shows base pay for normal eight-hour shift in effect on January 16, 1961. Normal overtime rate after eight hours is 1-1/2 times base rate.

Estimated costs for travel per employee from headquarters to job site and return is $ 1.60, per round trip.

No representations or guarantees are made by State that the classes of men listed above with rates of pay, etc., are those that will actually be assigned the work, as the nature and extent of protective service, personnel and other measures required will in all cases be determined by Railroads. Nothing in these specifications will limit, in any way, Railroads right to determine and assign the number of men, the classes of men for protective service or other protective measures it deems necessary.

Exhibit "A"

2

RECEIVED
AUG 4 - 1961
FOR FILING

E-13966

5372

August 4, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Attention: Mr. Kendrew

Dear Sir:

This is to confirm a request made to Mr. Kennedy yesterday concerning the flagman and watchman provisions for our proposed construction project between Bay City and Garibaldi on the Oregon Coast Highway in Tillamook County.

In order to get this project under way for the September meeting of the Highway Commission, it will be necessary to submit our plans and specifications to the Bureau of Public Roads next week. These specifications must include information concerning the cost of watchmen and flagmen, as these will be borne by our contractor. I am assuming that the same form, Exhibit B, which has been used on previous projects will be used on this project, We will, however, need the information as to wage rates, headquarters, subsistence and other cost data which is normally filled in for each particular job when this Exhibit B is used.

It would be greatly appreciated if you would by letter give me this information at the earliest possible date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. R. L. Porter

RECEIVED
AUG 4 1961
FOR FILING

FORM E-12

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD Q[illegible], [illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 3, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County

Dear Mr. Williamson:

Reference is made to your letter of July 28, 1961, your file 911/323 0-PD-60-27, relative to the above-titled matter.

I am returning herewith copies of the construction and easement agreements. At your suggestion I have had the new description checked by our Description Department and they concur with the changes you have made.

When the State's executed copy is returned I would appreciate receiving copies of the exhibits as requested in our letter of June 7, 1961.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

G. S. PAXSON

GVS:ks
enc. 6

cc: Earnest Kendrew
Southern Pacific Co.
G. S. Paxson

RECEIVED
AUG 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1961

~~FOR FILING~~
P-1

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

August 2, 1961
Salem, Oregon

SUBJECT: File No. 32233 - S. P. Company
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

To: Mr. G. S. Paxson
Assistant Highway Engineer
State Highway Building
Salem, Oregon

Attached hereto you will find a copy of the letter which was sent from this office under date of April 14 to Southern Pacific Company, outlining a proposed exchange of land and offer of consideration for property needed in connection with improvement of the above-designated section of highway. You will also find enclosed, copies of our letters of April 24 and June 22 which will further brief you in the matter.

Yourattention is particularly directed to the last paragraph of our letter of April 14 calling for a net consideration of $8,710 to be paid to the railroad together with a deed covering the land described as that portion of Lot 20, Fuller's Amended Addition to Bay City, Tillamook County, Oregon, lying southwesterly of the Southern Pacific Company railroad right of way.

You will also find a copy of Mr. Kilborn's letter objecting to this description, and you are familiar with the Metes and Bounds description which we have subsequently drawn and which you state is apparently satisfactory with the railroad.

In event the railroad company contests these appraisals, or if there is anything further to be done by this office in connection with the transaction, please let us know. It is our understanding from telephone conversation this morning that the next step in the procedure will be handled through the construction branch, and unless we are advised differently, no further action will be taken from this office.

EJBenner

E. J. Benner
Right of Way Supervisor

EJB:ke

Attachments

cc Mr. L. I. Lindas
Mr. W. T. Wright

NOTED
G. S. PAXSON

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 22, 1961

C O P Y

Southern Pacific Company
Union Station
Portland, Oregon

Attention Mr. Kendrew

Re: File No. 32233
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Attached hereto you will find two copies of the description and accompanying sketch of the parcels needed from your ownership for improvement and relocation of the above-designated section of highway.

As you will note, this includes that portion of the railroad land previously shown by our records as belonging to A. F. Coats. It is believed that this is now properly designated as Parcel No. 2.

At our last discussion, you explained that the railroad was preparing its own description of the property as shown by its surveys, and after you have had time to compare these descriptions with your own records, I would like to confer with you further.

Very truly yours,

E. J. Benner
Right of Way Supervisor

EJB:ke

Enclosures

cc Mr. G. S. Paxson
Mr. L. I. Lindas
Mr. W. T. Wright

C O P Y

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 24, 1961

C O P Y

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. A. W. Kilborn
Superintendent

Re: Our File No. 32233
Your File No. 322 (0-PD-60-27)
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

This is to acknowledge your letter of April 17 regarding the proposal I left with Mr. Kendrew last week, covering an exchange of parcels on the above-designated highway project.

I am informed by our Right of Way division that our deed to the parcel which we wish to convey was executed by Tillamook County and the portion of county road which bisected the land was not excepted from the description. It is therefore believed that this will cause no problem in the company's use of the property. Mr. Kendrew expressed the same criticism of our description of that portion of Block 20 which you have mentioned in your letter. I have referred this to our engineers with the request that they provide a Metes and Bounds description for our use.

We will appreciate your early consideration of the entire arrangement.

Very truly yours,

E. J. Benner
Right of Way Supervisor

EJB:ke

cc: Mr. E. A. Kendrew
Mr. Walter T. Wright
Mr. G. S. Paxson

C O P Y

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
322 (O-PD-60-27)

April 17, 1961

Mr. E. J. Benner, Right of Way Supervisor
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Acknowledge your letter of April 14, file No. 32233, Hobsonville-Bay City Section, Oregon Coast Highway, Tillamook County.

Thank you for furnishing information and descriptions of parcels needed from Railroad for relocation of Highway 101.

The description furnished for State's ownership of Block No. 20 of Fullers amended addition to Bay City is not sufficient for us to determine the amount of property we will acquire. We will need a Metes and Bounds description of this area before consideration can be given to this exchange.

The appraisals will be referred to our Right-of-Way people for consideration and you will be advised as to their reaction.

Yours truly,

A. W. Kilborn

FORM 2-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 14, 1961

COPY

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. E. A. Kendrew
Assistant Engineer

Re: File No. 32233
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

This is with reference to the exchange of certain properties and encroachments in connection with relocation of the above-designated section of the Oregon Coast Highway.

You will find attached hereto a description of the parcels numbered one to ten needed from the railroad ownership. Parcel #1, you will note, is a fee taking, the balance being either in encroachment easements or temporary construction easements. Our appraisal of the value of the fee and the easement privileges totals $14,000. This includes a 20'x40' garage structure on Parcel #1 which has been valued at $700.

You will also find enclosed a description of the State's stockpile site near Station 255 which it had proposed to convey to the railroad for the purpose of reconstructing the spur which will be taken. Our valuation of this parcel is $810. In addition to conveying this parcel to the railroad, it is proposed to riprap and provide sufficient support to reconstruct 500 feet of spur line to re-establish the gravel loading facility presently operated by Coast Concrete Company. Plans and specifications for this reconstruction will, of course, be detailed in a separate agreement from the transfer of land.

We will appreciate your consideration of the proposed exchange and trust that upon checking values in the area, you will find that our consideration represents the present fair market value of lands in the area.

COPY

C
O
P
Y

We hope that your regular form of deed or easement can be drawn embodying the description enclosed with the balance of the consideration shown in the amount of $13,190, unless, of course, the 592 feet of spur track is to be replaced at State expense. This has been appraised at eight dollars per lineal foot and amounts to $4,736. It would appear, therefore, that if the State is to reconstruct what appears from the plans to be 560 feet of spur line, there should be deducted an additional $4,480, leaving a net consideration of $8,710. We will proceed to prepare the Highway Commission's deed conveying the 60,000 square foot stockpile site without consideration. Your early attention to the matter will be greatly appreciated.

Very truly yours,

E. J. Benner
Right of Way Supervisor

EJB:ke

Enclosures

C
O
P
Y

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 3 1961
FOR FILING

E-129(1)

5-79

August 2, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. E. A. Kendrew

Dear Sir:

I hand you herewith a copy of the plans of the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, also a section of the specifications relating to the excavation of material in the vicinity of the railroad tunnel.

The entire specifications have not been completed and printed; however, I believe that this is the area in which you are mostly interested. After printing of the specifications, we shall send you a complete copy.

Very truly yours,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. G. S. Paxson ✓
Mr. Tom Edwards

NOTED
[illegible]

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PUC DOCKET NO. SXF-174
SXF-194

EXHIBIT NO. ______

WITNESS ____________

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

-0-

MAP of city of BAY CITY

CROSSING SHEET-Crossing No. FD-849.9, "C" Street

CROSSING SHEET-Crossing No. FD-850.3, TILLAMOOK AVE.

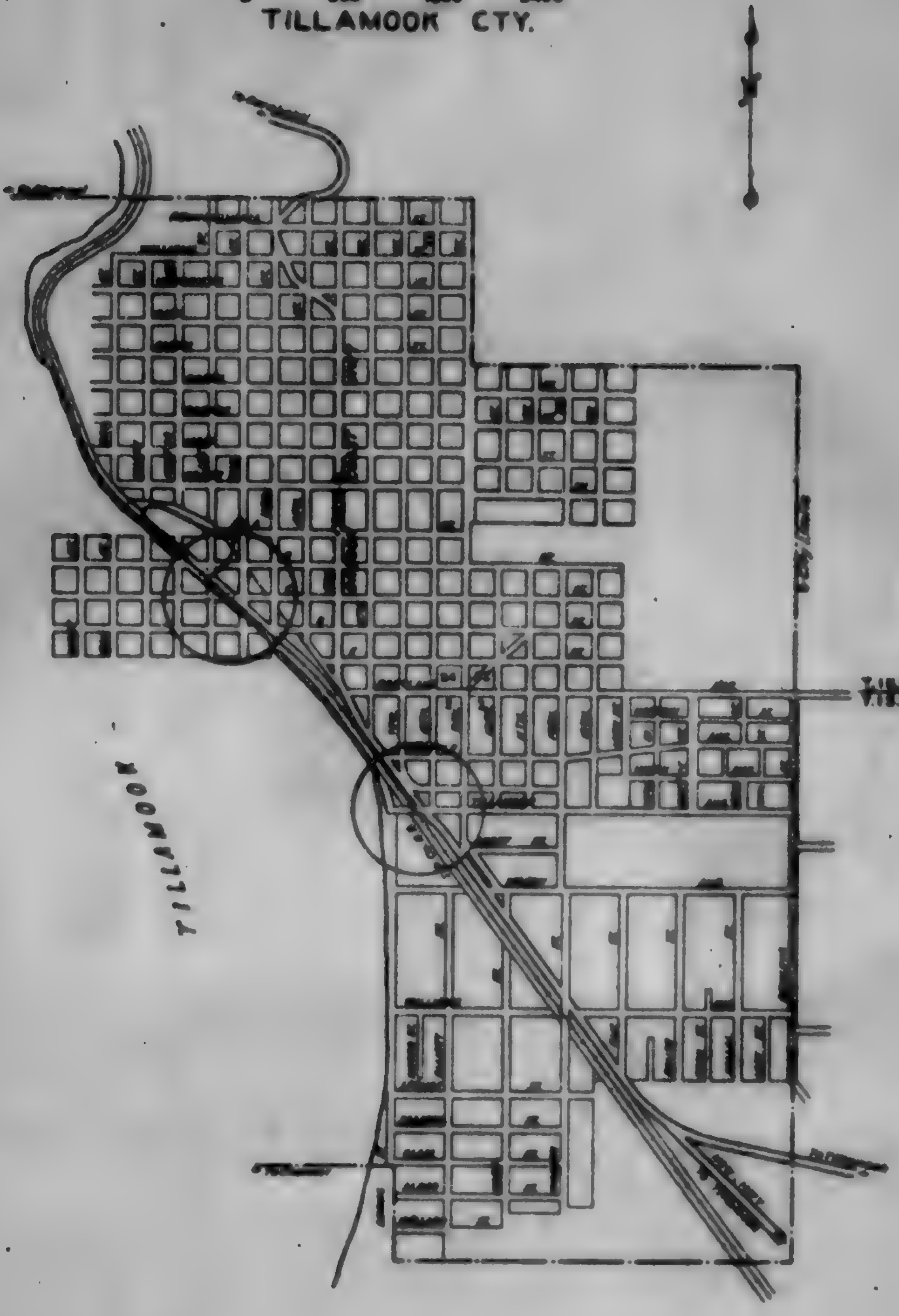
NOTED

# BAY CITY

Scale in Feet

0 800 1600 2400

TILLAMOOK CTY.


TILLAMOOK
BAY

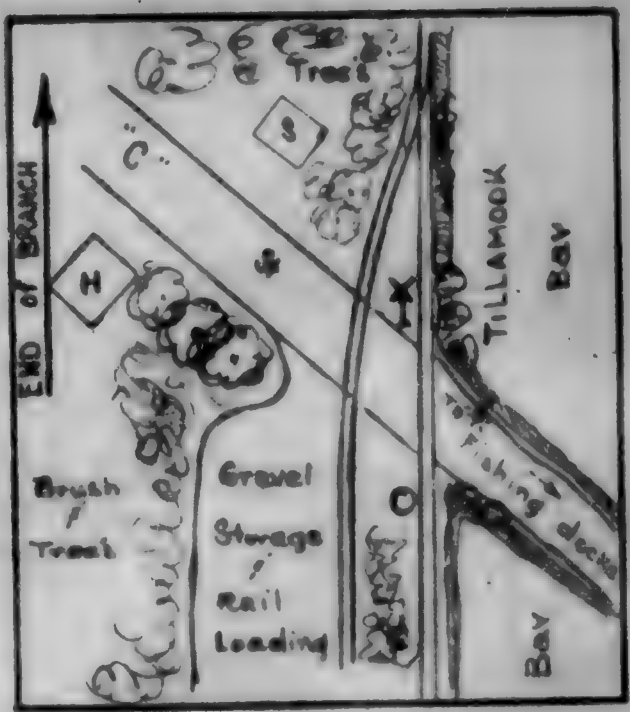
Bay City - C Street

CROSSING NO. FD 849.9
Ax 0

# DATA SHEET

5-1-58

Street or roadway width- feet between curbs.
-20 feet of surfacing or travelled portion.
Street or roadway surface-at crossing-asph. conc. on approaches - same
Approach grades-from left towards crossing-+1 %
-from right towards crossing- --%
Alinement of roadway at crossing- tangent
Angle of intersection-track & roadway- 141 degrees, upper right quadrant.
Traffic lanes-2 . Traffic flow-2-way.
Vehicle speeds over crossing-by law MPH: By observation-25 MPH
Vehicle volumes, daily average- light, 30
Vehicle traffic-
(x ) cars & light trucks
(x ) heavy trucks
( ) loaded log trucks
( ) fuel and gas trucks
( ) school busses
( ) passenger busses



Alinement of main track-tangent
Rail traffic-daily average over crossing
(2 ) freight trains
(2 ) switching moves
( ) passenger trains
Scheduled speeds over crossing-MPH-
( ) passenger trains
(30) freight trains
Crossing protection presently in use-
( ) flashing lights
( ) wigwag
( ) reflectorized XBuck
(1 ) standard crossbuck
( ) stop signs
(1 ) street lights, inc.
Number of tracks-(2 ) from left to right- spur & main
Length of track circuits-Main, inbound- Ft.; outbound- Ft.
-Passing & other tracks - Ft.
Warning interval at scheduled speeds, in seconds-
( ) main track, passenger, ( ) freight.
( ) passing & other tracks.
Safe stopping distance from centerline of track, in feet-
(98 ) on approaching from left.
(98 ) on approaching from right.

View along track-from centerline of roadway-to point on track where vision is obscured from initial point of safe stopping distance and from stop position 10 feet from rail-measured in feet.

| | initial point | stop position |
|---|---|---|
| Ahead left-from left approach towards left. | 275' | open |
| Back left-from left approach towards right. | 75' | open |
| Back right-from right approach towards left. | open | open |
| Ahead right-from right approach towards right. | open | open |

## RAILROAD GRADE CROSSING DATA

4-12-61

SOUTHERN PACIFIC CO.
CROSSING NO.FD-850.3
Ax-0 ,K ,I -10 Yrs.

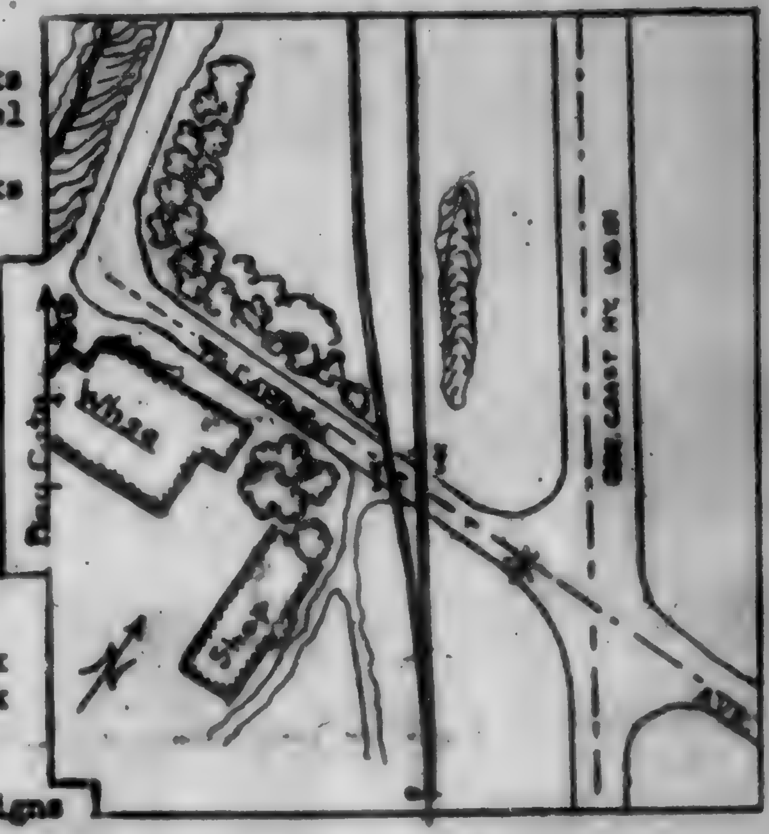
Bay City-Tillamook Ave.

Roadway width-between curbs- feet, surface only-20 feet.
Roadway surface-at crossing-asphaltic conc. on approaches-same
Roadway grades approaching crossing-from left- -- %, from right- -- %.
Roadway alignment- tangent Railroad alignment-tangent .
Angle of Intersection-track & roadway-126 degrees in upper right quadrant.
Traffic lanes-2 Traffic flow-2 way.
Vehicle speeds over crossing, by law MPH- By observation-20 MPH.
Vehicle volume-daily average-150
Vehicle traffic-
Type vehicles
(x ) cars & light trucks
(x ) heavy trucks-gravel
( ) loaded log trucks
( ) fuel and gas trucks
( ) school busses
( ) passenger busses

Rail traffic-
Daily volume
(2 ) freight trains
(4 ) switching moves
( ) passenger trains

Highest permissible
Train speeds
(30) freight trains
(x ) passenger trains

Crossing protection
now in use
( ) flashing lights
( ) wigwag signal
(2 ) reflect. crossbuck
( ) standard crossbuck
( ) stop signs-
(1 ) street lights-
( ) advance warning signs



Number of tracks-( 2) Type-from left to right, spur and main

Track circuits-( ')-inbound main, ( ')-outbound main
Auxilliary tracks-

Warning interval-( ")( ") at MPH, ( ") ( ") at MPH train speed.

Safe stopping distance-(SSD)-from center of track-vehicle speed of 20 MPH.
( 98 ') approaching crossing from left.
( 98 ') approaching crossing from right

Sight distance along track required-train at 30 MPH( 194 ') at MPH( ')

Sight distance available to driver at SSD from crossing, and at "STOP" position, measured along (nearest ) track from center of roadway to point on track where an oncoming train is obscured from vehicle driver when approaching the crossing at a distance from crossing of-

| | ' | ' | 98' | STOP-10' |
|---|---|---|---|---|
| From left looking left | | | 30' | o |
| From left looking right | | | 80' | p |
| From right looking left | | | open | e |
| From right looking right | | | open | n |

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JUL 18 1961
FOR FILING

| |
|---|
| A-7391 |
| |
| 15976 |

July 18, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Dear Sir:

Mr. J. D. Walker will deliver to you revised copies of our Drawing 83-21-4, revised July 1961, and revised descriptions for the parcels of easement, purchase and property transfers in this section. Under date of March 7, 1961, I furnished you with prints of the February 1961 revision of this map and also sent descriptions. The new descriptions are changed in many respects, particularly in regard to railroad stations, which have been established by ties to your line since the earlier submission. Also, we have eliminated the old Parcel No. 5, as it has been determined that this area will not be needed.

Parcel No. 2 of the revised descriptions was not included in the original submission. This description covers the strip shown in yellow leading northerly from your operating right of way in the vicinity of the tunnel.

Mr. Walker will also deliver to you a metes and bounds description of the area at Tillamook Street which we propose to transfer to you for the construction of the new siding track replacing the track now in place at "C" Street.

If there is anything further necessary in connection with easements or right-of-way transfers on this project, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. Walter T. Wright,
Mr. J. D. Walker

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JUL 18 1961

FOR FILING

F-129(10)

5-176

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1961

SUBJECT: File 32233-Southern Pacific R.R. Co.
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 copies of descriptions dated June 12, 1961, and 4 prints of Encroachment Map 8B-21-4, dated July 1961, concerning right of way, easements and encroachments required from the Southern Pacific Railroad Company, on the subject section.

Also attached are 4 copies of a Metes and Bounds Description, dated July 13, 1961, of a portion of Fuller's Amended Addition to Bay City, which is to be deeded to the Railroad Company.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:dw

Attach

RECEIVED
JUL 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
JUL 13 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 22, 1961

Southern Pacific Company
Union Station
Portland, Oregon

Attention Mr. Kendrew

Re: File No. 32233
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Attached hereto you will find two copies of the description and accompanying sketch of the parcels needed from your ownership for improvement and relocation of the above-designated section of highway.

As you will note, this includes that portion of the railroad land previously shown by our records as belonging to A. F. Coats. It is believed that this is now properly designated as Parcel No. 2.

At our last discussion, you explained that the railroad was preparing its own description of the property as shown by its surveys, and after you have had time to compare these descriptions with your own records, I would like to confer with you further.

Very truly yours,

E. J. Benner
Right of Way Supervisor

EJB:ke

Enclosures

cc Mr. G. S. Paxson
Mr. L. I. Lindas
Mr. W. T. Wright

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NOTED
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JUN 9 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 7, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 399 - Bay City O-Xing
Southern Pacific Company
Tillamook County

Dear Mr. Williamson:

Please find attached two copies each of a construction and easement agreement relative to the above-entitled matter which have been executed by the Highway Commission. Please secure the proper signatures of the railroad officials and return one fully executed copy of each agreement to this office.

When the State's executed copy is returned I would appreciate receiving ten additional copies each of your Exhibit "B" and your Drawing A2051.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 4

NOTED
G. S. PAXSON

cc: Mr. A. W. Kilborn
Union Station
Portland 9
G. S. Paxson

RECEIVED
JUN 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1961
FOR FILING

F-129(a)

5996

Salem, Oregon
June 6, 1961

Agenda Item 5-k

Pux 399-Bay City O-Xing
Southern Pacific Co.
Tillamook County
R/W File 32233

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies each of a ;construction agreement and easement agreement between the Southern Pacific Company and the State Highway Commission relative to the Bay City O-Xing of the Southern Pacific Company tracks on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Secretary

rn
enc. 4

FORM E-30 50M 7-60 23398

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAY 26 1961
5-k

Salem, Oregon
May 18, 1961

SUBJECT: Pux 399-Bay City O-Xing
Southern Pacific Co.
Tillamook County
R/W File 32233

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for execution by the State Highway Commission duplicate counterparts of easement and construction agreement with Southern Pacific Company on the above-titled project.

After execution and acknowledgement by the State Highway Commission, please return both copies direct to me for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson

2 Ⓐ's
2 COPIES TO BE SIGNED of each

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

M

RSM - 4/14/61 - VII - 9[illegible]322

THIS INDENTURE, made this ______ day of ______________, 1961, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, herein called "State";

WITNESSETH:

Railroad hereby grants to State the right to construct, reconstruct, maintain and use a street or highway by means of an overpass, hereinafter termed "highway", upon and across the following described real property:

A piece or parcel of land situate, lying and being in the City of Bay City, County of Tillamook, State of Oregon, being a portion of the northwest quarter of Section 34, Township 1 North, Range 10 West, Willamette Meridian, and more particularly described as follows:

COMMENCING at the point of intersection of the original located center line of Southern Pacific Company's main track (Tillamook Branch) with the center line of the Garibaldi-Bay City Section of Oregon Coast Highway, being at Railroad Engineer's Station 378+86 and at Highway Engineer's Station 203+32.76; thence southwesterly along said center line of main track on a curve to the left having a radius of 573.14 feet (tangent to said curve at said point of intersection bears South 43°31'30" West and chord of said curve bears South 38°24'32" West, 102.22 feet) an arc distance of 102.36 feet to a point in a line parallel with and distant 75 feet westerly, measured at right angles, from said center line of Highway and the actual point of beginning of the parcel of land to be described; thence North 8°47'30" West along said parallel line, 71.25 feet to a point in the northwesterly line of land (100 feet wide) of said Company; thence northeasterly along said northwesterly line, being concentric with and distant 50 feet northwesterly, measured radially, from said center line of main track, on a compound curve to the right (tangent to said curve at last mentioned point bears North 38°09'38" East) having the following radii, central angles and arc lengths:

| Radii | Central Angles | Arc Lengths |
|---|---|---|
| 623.14 feet | 8°32'00" | 92.81 feet |
| 814.08 " | 1°07'30" | 15.98 " |
| 1196.01 " | 0°45'00" | 15.65 " |
| 2341.88 " | 0°22'30" | 15.33 " |

to a point; thence North 48°56'38" East tangent to said compound curve at last mentioned point and continuing along said northwesterly line, 74.93 feet to a point in a line parallel with and distant 100 feet easterly, measured at right angles, from said center line of Highway; thence leaving said northwesterly line South 8°47'30" East along last said parallel line, 118.26 feet to a point in the southeasterly line of said Company's land; thence South 48°56'38" West along said southeasterly line, being parallel with and distant 50 feet southeasterly, measured at right angles, from said center line of main track, 11.85 feet to a point; thence southwesterly continuing along said southeasterly line on a compound curve to the left (tangent to said compound curve at last mentioned point is last described course) having the following radii, central angles and arc lengths:

| Radii | Central Angles | Arc Lengths |
|---|---|---|
| 2241.88 feet | 0°22'30" | 14.67 feet |
| 1096.01 " | 0°45'00" | 14.35 " |
| 714.08 " | 1°07'30" | 14.02 " |
| 523.14 " | 19°53'04" | 181.56 " |

to a point in said parallel line that is distant 75 feet westerly, measured at right angles, from said center line of Highway; thence North 8°47'30" West along last said parallel line, 79.59 feet to the actual point of beginning, containing an area of 22,348 square feet, more or less.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, across and along said property.

3. This grant is also made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to State shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in State the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, along, over or across said property, except as may be necessary for the maintenance of said highway, subject, however, to Oregon legislative enactments.

6. State shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Should State or its assigns abandon the use of said property or any part thereof, or fail to use the same for said purposes for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued and Railroad, its successors or assigns, shall at once have the right (in addition to, but not in qualification of, the rights hereinabove reserved) to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned, and upon Railroad's reentry, State, at State's expense, shall remove said highway from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway.

8. State shall record this indenture in the office of the Recorder of the County ~~in the State of California~~ in which said property is located.

9. The provisions of this indenture shall inure to the benefit of and be binding upon the successors and assigns of Railroad and the assigns of State.

This indenture shall be subject to the provisions of that certain agreement of even date herewith between the parties hereto covering the construction and maintenance of said highway.

IN WITNESS WHEREOF, the parties hereto have caused these presents

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, across and along said property.

3. This grant is also made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to State shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in State the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, along, over or across said property, except as may be necessary for the maintenance of said highway, subject, however, to Oregon legislative enactments.

6. State shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Should State or its assigns abandon the use of said property or any part thereof, or fail to use the same for said purposes for a continuous period of one (1) year, the rights granted shall cease to the extent of the use so abandoned or discontinued and Railroad, its successors or assigns, shall at once have the right (in addition to, but not in qualification of, the rights hereinabove reserved) to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned, and upon Railroad's reentry, State, at State's expense, shall remove said highway from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said highway.

8. State shall record this indenture in the office of the Recorder of the County ~~in the State of California~~ in which said property is located.

9. The provisions of this indenture shall inure to the benefit of and be binding upon the successors and assigns of Railroad and the assigns of State.

This indenture shall be subject to the provisions of that certain agreement of even date herewith between the parties hereto covering the construction and maintenance of said highway.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY

By____________________
(Title)

Attest:____________________
Assistant Secretary

Approved:

____________________
Asst. State Highway Engineer

APPROVED AS TO FORM:

F E Kolde
Ass't Chief Counsel

ATTEST:

____________________
Secretary

STATE OF OREGON, by and through its State Highway Commission,

By____________________
Chairman

By____________________
Commissioner

By____________________
Commissioner

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JUN 7 1961
FOR FILING
F-129(10)
976

477 Cottage St. N. E.
Salem, Oregon

June 5, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.2DA Salem, Oregon

Oregon Project F-129(10), Garibaldi-Bay City Section

Review of preliminary plans for the subject project indicates that a temporary connection approximately 0.77 miles in length is being considered at the northerly end from Garibaldi to Hobsonville.

Since the objective of designating Federal-aid highway systems is the establishment of integrated networks of highways to serve as the basis for long-range improvements, the above-mentioned connection would not be eligible for improvement with Federal-aid primary funds unless the existing travelled-way is added as a loop to the primary routing. However, it appears that the characteristics of the existing travelled-way and your proposed design standards therefor are those of a secondary routing. Therefore, you could add the loop around the bay as a new Federal-aid secondary route or make one or both legs an extension of FAS Route 615. The entire improvement still could be handled under one contract, but the temporary connection could be programed as a secondary project.

Prior to the advancement of Project F-129(10) to Stage 2, we would appreciate having your department initiate appropriate action to make the temporary connection eligible for Federal-aid participation.

Porter

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MAY 29 1961
FOR FILING
F-129(10)
15976

4

May 19, 1961

Hayes Oyster Company
Port Dock
Bay City, Oregon

Attention Mr. Sam Hayes, President

Gentlemen:

Your letter of April 21 to the Corps of Engineers regarding our construction on the Garibaldi-Bay City Section of the Oregon Coast Highway has been referred to this office.

Our present plans call for construction of a 12-foot wide by 5-foot high concrete box culvert at Patterson Creek with a flow line elevation of +1 foot. At Larson Cove we plan the construction of a 12-foot wide by 15-foot high concrete box culvert with a flow line elevation of -3 feet. This should provide adequate facilities for normal boating on these waterways.

In regard to the silting of channels, an effort will be made to hold this to a minimum.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
DJB:jk ms

FORM E 30 50M 7-60 29396

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1961

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
BUILDING

Attached is a copy of a letter from the Hayes Oyster Co. Bay City, Oregon, addressed to the District Engineer, USED.

Will you please draft an answer to him concerning the clearances over these waterways.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

CONSTRUCTION DIVISION
RECEIVED
APR 27 1961
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

SAM HAYES, PRESIDENT
VERNE HAYES, VICE PRESIDENT

PHONE DR 7-2219

MRS. J. S. HAYES, SEC.-TREAS.

HAYES OYSTER CO.

Port Dock

BAY, CITY OREGON

April 21, 1961

Corps of Army Engineers
Col. Wenigar
Pittock Block
Portland, Oregon

Dear Sir:

In the proposed plan of the State Highway Department there is apparently no provision for leaving the entrances open for navigation of Patterson Creek, which flows through BAY CITY, and Larson Creek, which flows through Larsons Cove.

These small inlets adjacent to the main harbor have been used by fishermen, hunters, and sportsmen long before my time and I have been using them for over thirty years.

It is my earnest request that your office does what it can to cause the Highway Department to maintain at least the same clearance that the railroad has done these many years.

In the making of the fill they will use mostly soft materials so should be cautioned not to fill up what channels we have left, also they stand a good chance of damaging the clam and oyster life on the flats.

I do not want to overemphasize the gravity of these plans, but it is a good deal like our National situation, if they go ahead as planned there is little [illegible] of our harbors and natural resources are gone forever not to mention our rights to the use of these waterways.

While I am writing this letter as the owner of Hayes Oyster Co. I also speak for the fishermen and many sportsmen. I sincerely hope you can do something about these things mentioned.

Thank you.

Yours truly,

Sam Hayes
President

cc:
State Highway Dept.
Salem, Oregon

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MAY 12 1961

FOR FILING

F-129(15)

7-14

Salem, Oregon
May 12, 1961

Mr. J. W. DeSouza

Herewith duplicate copies of an easement indenture and a construction agreement covering the overcrossing of the Southern Pacific Company's tracks on the Bay City-Garibaldi Section of US101.

In the easement indenture, in Section 5, Page 2, they have left out the usual exception for telephone, telegraph and power lines required by Oregon law. I discussed this with the San Francisco office, and they have agreed to our typing in the standard provision which we have previously used. Otherwise, these agreements seem to be in order, and if they are satisfactory from your viewpoint, please show your approval and forward them to Mr. Query for presentation to the Highway Commission.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

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MAY 15 1961
FOR FILING

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NPPKW-1.4
NPP 285/70a(Tillamook Bay-Fills)-2

9 May 1961

Port of Bay City

Garibaldi, Oregon

ATTENTION: Mr. Basil L. Edmunds, Asst. Secretary

Gentlemen:

Receipt of your letter dated 18 April 1961 concerning a permit for the Oregon State Highway Department to construct a highway fill in Tillamook Bay is acknowledged. The delay in answering your letter can be attributed to an inspection of the area made by our Coastal Project Engineer early in May.

The investigation revealed that Patterson and Larson Creeks can be navigated only at high tide. They have been used in the past as locations for beaching boats and oyster barges for repairs. This is not considered a valid objection to the highway fill since ample facilities for such repair are available in the boat basin located in Bay City. Patterson Creek flows into this basin.

The public notice for the application for the fill stated: "Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 6 January 1961." Since no objections to the work were received a permit dated 9 January 1961 authorized the work.

Larson and Patterson Creeks are not considered navigable waters of the United States. Consequently, this office has no jurisdiction of structures crossing these two creeks. It is believed your problem should be referred directly to the Oregon State Highway Department.

I shall be pleased to provide any additional available information you may require on this subject.

Sincerely yours,

Co, Edw For Info

STATE HIGHWAY COMMISSION
OREGON
1961
RECEIVED

RECEIVED
MAY 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

cc: Oregon State Highway Dept.

cc: OREGON STATE HIGHWAY DEPT.

RECEIVED
MAY 4 1961
FOR FILING
F-129(10)

E976

May 4, 1961

Hon. O. E. Effenberger
Tillamook County Judge
Tillamook, Oregon

Dear Judge Effenberger:

This is in response to your telephone inquiry concerning the status of the proposed Garibaldi-Bay City Section. The design for a grading project from C Street in Bay City to Hobsonville Point, which will also include a connection into Garibaldi, is about 98 per cent complete and right-of-way acquisitions are nearly finished. It is, however, necessary to enter into an agreement with the Southern Pacific Company; and while no unusual difficulties are being encountered, the mechanics of a railroad agreement are often time consuming. It is anticipated that the Department can call for bids on this project in August of this year.

Very truly yours,

W. C. Williams
State Highway Engineer

RLP:sw me

cc Forrest Cooper
R. L. Porter

RECEIVED
MAY 12 1961
FOR FILING

F-139

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

5916

IN REPLY PLEASE REFER TO
911/323
0-PD-60-27

May 3, 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. I. D. Merchant, Bridge Engineer

Dear Sir:

Please refer to your file 322, concerning proposal for an overhead highway crossing of our tracks near Bay City.

Attached are duplicate counterparts and two copies of the following instruments:

1. Indenture between Southern Pacific Company and State of Oregon, covering grant of easement to the State for the location of the overhead highway project near Bay City.

2. Construction-maintenance agreement between same parties covering the understanding reached in regard to construction and maintenance of the proposed overhead highway project.

Kindly review these instruments and, if they appear satisfactory, arrange for execution on behalf of the State of Oregon, after which the counterparts of each should be returned to this office to handle for railroad execution. Signatures of the officials executing the indenture on behalf of the State should be acknowledged.

There are several other features involved in the proposal for relocation of U.S. Highway 101 in this vicinity, and we are arranging to progress these matters as rapidly as we can.

Yours very truly,

HM Williamson
R

RECEIVED
MAY - 5 1961
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

Attch.

RECEIVED
MAY 1 1961
FOR FILING

F-129(10)

5926 NPPKW-1.4
NPP 285/70a(Tillamook Bay-Fills)-2

27 April 1961

Hayes Oyster Company

Bay City, Oregon

ATTENTION: Mr. Sam Hayes, President

Dear Mr. Hayes:

Receipt of your letter dated 21 April 1961 concerning the Oregon State Highway Department fill north of Bay City, Oregon, is acknowledged. A permit authorizing the work was issued to Oregon State Highway Department on 9 January 1961.

Larson Creek and Patterson Creek are not considered navigable waters of the United States, consequently this office has no jurisdiction of structures crossing them.

While this office sympathizes with the problem of growing regions with the consequent reduction in fishing areas, it is believed the Oregon State Highway Department and the Oregon State Land Board may help solve your problems.

Please call on me if you need additional information.

Sincerely yours,

T. W. RAGSDALE
Chief, Operations Division

NOTED

RECEIVED
APR 28 1961
OREGON
STATE HIGHWAY COMMISSION

cc: Oregon State Highway Department

Salem, Oregon
April 26, 1961

Mr. Tom Edwards
Construction Engineer
BUILDING

Attached is a copy of a letter from the Hayes Oyster Co. Bay City, Oregon, addressed to the District Engineer, USED.

Will you please draft an answer to him concerning the clearances over these waterways.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

SAM HAYES, PRESIDENT
VERNE HAYES, VICE PRESIDENT

PHONE DR 7-2210

MRS. J. S. HAYES, SEC.-TREAS.

HAYES OYSTER CO.

*Port Dock*

BAY, CITY OREGON

April 21, 1961

Corps of Army Engineers
Col. Wenigar
Pittock Block
Portland, Oregon

Dear Sir:

In the proposed plan of the State Highway Department there is apparently no provision for leaving the entrances open for navigation of Patterson Creek, which flows through BAY CITY, and Larson Creek, which flows through Larsons Cove.

These small inlets adjacent to the main harbor have been used by fishermen, hunters, and sportsmen long before my time and I have been using them for over thirty years.

It is my earnest request that your office does what it can to cause the Highway Department to maintain at least the same clearance that the railroad has done these many years.

In the making of the fill they will use mostly soft materials so should be cautioned not to silt up what channels we have left, also they stand a good chance of damaging the clam and oyster life on the flats.

I do not want to overemphasize the gravity of these plans, but it is a good deal like our National situation, if they go ahead as planned there is little [illegible] of our harbors and natural resources are gone forever not to mention our rights to the use of these waterways.

While I am writing this letter as the owner of Hayes Oyster Co. I also speak for the fishermen and many sportsmen. I sincerely hope you can do something about these things mentioned.

Thank you.

Yours truly,

Sam Hayes

Sam Hayes
President

RECEIVED
APR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
State Highway Dept.
Salem, Oregon

RECEIVED
APR 24 1961
OREGON
STATE HIGHWAY COMMISSION

18 April 1961

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 Pittock Block
Portland 5, Oregon

Attn. W.L. Winegar
Colonel, Corps of Engineers
District Engineer

Dear Sir:

The residents of this area have ask the Commissioners Port of Bay City to request continued water access to Patterson Creek and Larson Creek from Tillamook Bay when the proposed new Highway US101 is constructed from Bay City to Garibaldi. These creeks have been used by Commercial and Sports fisherman for many years. For this reason the People of the Tillamook Bay Area would like to have the access to these creeks no less than the overpass which the Southern Pacific Rail Road has over Patterson Creek at the Present.

It is the Commissions understanding that you have the power to request the Oregon State Highway Department to leave these waterways accessable by Boat. Your cooperation in assisting us in this matter will be very much appreciated.

Yours truly,
Port of Bay City

CC Oregon State Highway Dept

Basil L. Edmunds
Assistant Secretary

Copy to Walker

[illegible]

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STATE HIGHWAY COMMISSION

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FOR FILE

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-13[illegible]

April [illegible], 1961

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. [illegible] Kilborn
Superintendent

Re: Your File No. [illegible]
Our File No. [illegible]
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

This is to acknowledge your letter of April 17 regarding the proposal I left with Mr. [illegible] last week, covering an exchange of parcels on the above-designated highway project.

I am informed by our Right of Way division that our deed to the parcel which we plan to convey was executed by Tillamook County and the portion of county road which bisected the land was not excepted from the description. It is therefore believed that this will cause no problem in the company's use of the property. Mr. [illegible] expressed the same criticism of our description of that portion of Block [illegible] that you have mentioned in your letter. I have referred this to our engineers with the request that they provide a metes and bounds description for our use.

We will appreciate your early consideration of the entire arrangement.

Very truly yours,

NOTED

[illegible] J. [illegible]
Right of Way Supervisor

[illegible]

cc: Mr. [illegible]
Mr. Walter I. Wright
Mr. [illegible]

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

FT. 124 ([illegible])

[illegible]

5776

Salem, Oregon
April 12, 1961

Bay City-Garibaldi
Section

Mr. J. D. Walker

In our dealings with the Railroad for the removal of the side track and its re-establishment, we are to build the embankment for the track up to a point 8 inches below the bottom of the tie, and the Southern Pacific Company, at our cost, will furnish ballast and lay the track.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Frank Hall

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APR 7 1961
FORM E-30 90M 7-60 29395
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1961

SUBJECT: Pux 409 - Garibaldi (South) Grade-Xing
S. P. Co. - Tillamook County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Herewith I hand you copy of Order No. 37756 issued by the Public Utility Commissioner, under date of March 31, 1961, relative to the above-titled matter.

The order is in accordance with the petition and the testimony presented at the hearing except that signals ordered are to be a combination of Commissioner's Standard No. 2 and No. 2-B, rather than Commissioner's 2-B as petitioned.

I would like to call your attention to the second paragraph on page 8 of the order which requires giving of notice to the railroad within ten days after the final contract has been signed, and to the first paragraph of page 9. Mr. Jaqua raised the question as to whether the signals would be visible to motorists stopped at the intersection mentioned.

Glen Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc.

cc: Tom Edwards - 2 ex.
I. A. DeFrance - 2 ex.
J. D. Walker - 2 ex.
F. B. Crandall - 1 ex.
J. W. Nash - 3 ex.
H. B. Simpson - 1 ex.

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[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37756

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 170

| | |
|---|---|
| In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of SOUTHERN PACIFIC COMPANY, known as the Garibaldi (South) Grade Crossing project in the Southwest Quarter (SW¼) of Section 22, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon. ) | ORDER |

The above entitled matter was duly heard on March 8, 1961, at Salem, Oregon, before Charles E. Leierer, Examiner, representing the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Assistant Attorney General
Salem, Oregon
In behalf of the Oregon State Highway Commission

For Respondent:

Kenneth M. Judd, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

For Commissioner:

C. E. Jaqua, Utility Engineer, Salem, Oregon
In behalf of the Public Utility Commissioner of Oregon

On January 9, 1961, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its Petition for P.U.C. authority to construct a crossing at grade with the tracks and right of way of Southern Pacific Company, hereinafter referred to as Respondent or Railroad, in the Southwest Quarter (SW¼) of Section 22, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, known as the Garibaldi (South) Grade Crossing project.

Among other things, the Petitioner proposes that such crossing be protected by two Commissioner's Standard No. 2B automatic electric signals, equipped with gongs, together with standard highway department advance warning signs along the highway.

The Respondent filed a letter under date of February 14, 1961, specifying that Southern Pacific Company did not oppose the issuance of an order in accordance with the application as filed. At the hearing request was made by Respondent to amend the Answer to show such Respondent's objection to the type of signals proposed by Petitioner and requesting that in addition to such proposed signals, flashing light signals also be placed on the vertical signal mast approximately 8 feet above the road surface. No objection being made to the proposed amendment, such amendment was allowed.

Evidence was adduced on behalf of the Petitioner and Respondent railroad, the hearing was completed and the matter submitted for determination. Based upon such evidence and record it is found that:

The State Highway Commission is authorized to file a Petition on behalf of the State of Oregon by virtue of ORS 366.205. The instant Petition is filed under the provisions of ORS 763.010 to 763.100.

The Petitioner has determined to relocate and realign a portion of the Oregon Coast Highway designated as U.S. Highway 101 between Garibaldi and Bay City. This relocation is such that in connection therewith it is necessary and desirable to construct a new crossing of the Railroad's track and right of way.

Future plans call for the Oregon Coast Highway between Bay City and Garibaldi to be located westerly of the railroad. The present highway is located easterly of the railroad. The present proposed project is the southerly portion of the over-all relocation. Until the northerly portion of said project is completed, at some time yet unascertained, it will be necessary to maintain the crossing requested in this proceeding to connect the new highway portion westerly of the railroad with the present highway easterly of such railroad.

When the southern portion of the new proposed highway is completed, that portion of the present highway between Bay City and the crossing area will be released to Tillamook County as a county road. When the entire relocation is completed, all the present highway between Bay City and Garibaldi easterly of the railroad along with the crossing requested in this proceeding will become a Tillamook County road. At this point of time, through Oregon Coast Highway traffic will no longer use the instant requested grade crossing.

For the above reasons, coupled with the amount of rail traffic which will be traversing the crossing area, it is uneconomical and impractical to construct this crossing over or under grade of tracks.

The weather conditions which prevail in the area of the crossing can, on occasion, greatly reduce motorist visibility of the crossing or approaching trains. At times the area is covered with dense fog. During the winter there is considerable rain which may prevail for long periods of time. These factors contribute to reduce visibility of motorists traveling in this area.

The proposed crossing will be located in the Southwest Quarter (SW¼) of Section 22, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon at a point designated as O.S.H.D. Survey Station 109+41.1=railroad survey station 477.00. Such crossing has been denominated the "Garibaldi (South) Grade Crossing project".

The angle of intersection of the center line of the highway with the center line of the railroad at the crossing will be 31°16" in the southwesterly and the northeasterly quadrants.

There is nothing in the alignment of the highway or the railroad which would obscure the visibility of the crossing signals to motorists approaching the crossing on the proposed highway from the north at any point up to at least 1,000 feet from the crossing. The curvature of the highway south of the crossing and the building, trees and brush hereinafter described, may, when the highway is completed, interfere with visibility of the crossing signals to motorists beyond a point on the highway approximately 500 feet southerly of the crossing.

Easterly and northerly of said crossing the present Oregon Coast Highway will intersect with the new relocated portion of the Oregon Coast Highway. It would appear from the vicinity map of such crossing, designated Exhibit A and made a part of the Petition by reference, that the center lines of the present Oregon Coast Highway and of the proposed Oregon Coast Highway will intersect approximately 100 feet northeasterly of the proposed crossing. At this point the present highway parallels the railroad. All traffic using the present highway after release to Tillamook County will be required to come to a stop before entering the revised Oregon Coast Highway.

From the maps and plans it would appear that the crossing signals will be visible to motorists stopped at or entering the proposed highway from that portion of the present Oregon Coast Highway which will be abandoned to Tillamook County. The circumstances of this case dictate that such signals must be visible to persons stopped at the above intersection and entering the relocated highway therefrom.

Approaching trains are visible from all points on the highway in the vicinity of the crossing for distances sufficient to assure the safe stopping of vehicles when necessary in all quadrants except the southwest quadrant.

Beginning approximately 200 feet south of the crossing, the map shows a small building and a row of trees and brush extending southerly along the railroad for a distance of approximately 200 feet. At a point 500' to 600' southerly of the crossing, along the proposed highway, motorists will be driving on a curved section bearing away from a parallel with the railroad. At a point 500' southerly of the crossing on the highway the view of the railroad will be obscured by the aforementioned shed and trees for a distance along the railroad beginning approximately 37' south of the crossing to a distance of 350' to 400' south of the crossing. The testimony indicates that the above obstructions are in a depression but sight distances have apparently been computed with these obstructions in mind.

The timetable speed of the trains using this crossing is 25 miles per hour. Only freight trains will be using this crossing. The average consist of the trains will be from 15 to 100 cars. Present operations require the movement of two trains per day, six days a week, Monday through Saturday. Trains will normally move over the crossing in the morning between 8:30 a.m. to 12:00 noon and in the afternoon between 4:00 p.m. to 9:00 p.m. There are no switching movements made over this crossing at the present time. The train movements are generally made during normal working hours. Except in the winter time, all movements will normally be made during daylight hours.

It is estimated that an average of 2,600 motor vehicles per day will be using the crossing prior to the final relocation of the Oregon Coast Highway. The highway at this crossing will be designed for motor vehicle traffic speeds of from 50 to 55 miles per hour.

The roadway approaches the crossing from the north on an ascending tangent grade of 0.215% until within 180' from the track, from which point, through a 100' vertical curve, it reaches level tangent grade, beginning 90' north of the track and continuing south of the crossing for more than 1,000 feet.

The testimony of qualified witnesses justifies and the evidence dictates the need for installation of flashing light signals and electrically operated gongs at the crossing to provide a warning of approaching trains, and to assure that such devices afford adequate protection for the crossing. The signals proposed and agreed to by the parties consist of two Commissioner's Standard No. 2B flashing light signals having horizontal bracket arms extending 10' inward from the outside of the pavement upon which will be mounted flashing light signals having a vertical clearance of 17' above the pavement, with flashing light signals installed on the vertical mast below the cross arms approximately 8' above the surface of the roadway and equipped with gongs. Such signals are to be placed at appropriate locations along the highway on each side of the railroad track. Standard Highway Department advance warning signs along the highway will be installed and maintained. The above mentioned type of signal is a combination of Commissioner's Standard No. 2 and Commissioner's Standard No. 2B flashing light signals.

Petitioner proposes to perform all of the construction work at the crossing with certain exceptions; after construction maintain the highway appurtenances and facilities including pavement between the rails at the crossing; and install and maintain advance warning signs on the highway, all at its expense. The Petitioner further proposes that, subject to reimbursement by Petitioner, the Respondent should furnish and install, as described above, two combination Commissioner's Standard No. 2 and No. 2B automatic electric signals equipped with gongs, one on each side of the track; provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of the improvement of the crossing; and make such rearrangements of signal or communication lines and of railroad fences as may be required. Further, Petitioner proposes that the railroad should, at its own expense, provide and install preservative treated ties and ballast on and along the portion of the track covered by the highway roadbed; provide adequate headers or guardrails for the retention of the highway pavement; and after construction of the crossing maintain the railroad track, ties, ballast, electric signals, and other railroad facilities.

From the foregoing it is concluded that the construction of the crossing at grade as requested by the Petitioner is necessary to the improvement and revision of the highway in the area, is in the public interest and the application should be granted subject to the terms and conditions hereinafter set forth.

Proper protection of traffic at the proposed crossing and the public safety generally, require that the crossing be guarded by automatic flashing electric light warning signals equipped with gongs of a type approved by the Commissioner with Standard Highway advance warning signs at appropriate locations on both approaches to the crossing. It is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade with the tracks of Southern Pacific Company in the Southwest Quarter (SW¼) of Section 22, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, be and the same is hereby granted upon the terms below set forth and upon the condition hereinafter made. It is further

ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices, and in conformity as to location, elevation, angles of intersection and grades with the plan and profile submitted with the Petition and by reference made a part thereof. It is further

ORDERED that the crossing be surfaced with asphaltic concrete as in the proposed plan in such manner as to make a safe and level crossing for the full travelled width of the roadway and in conformity with the adjacent sections of the roadway. It is further

ORDERED that Respondent railroad, subject to reimbursement by Petitioner, is directed to install at said crossing, upon its completion and to be operated simultaneously with the opening of said crossing to public highway use, two combination Commissioner's Standard No. 2 and No. 2B flashing light signals equipped with gongs as hereinbefore described, one on each side of the crossing. It is further

ORDERED that flashing light signals and gongs at the crossing be activated through track circuits or other electronic controls in such manner as to provide a warning, by flashing lights and sounding gongs, for a period of not less than 20 or more than 30 seconds prior to the arrival at the crossing of an oncoming train that is traveling at the highest speed permissible over the track on which it is approaching. It is further

ORDERED that Petitioner shall give Respondent notice of the signing of the final contract within 10 days after such signing and also notice of the date when such crossing will be in such condition that said signals may be installed. The Petitioner shall in no event open such crossing to public use and travel unless and until the aforesaid signals are in place and in operating condition unless otherwise ordered by the Commissioner. It is further

ORDERED that Respondent shall, subject to reimbursement by Petitioner, provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of construction of the crossing and make such rearrangements of signal or communication lines and of railroad fences as may be required. It is further

ORDERED that Respondent provide and install preservative treated ties and ballast along that portion of the highway covered by the highway crossing and provide adequate headers and guard rails for retention of the highway pavement. It is further

ORDERED that the Petitioner shall, after construction, maintain its advance warning signs, the approaches to the crossing, and the asphalt concrete roadway surface between the rails and on each side thereof. It is further

ORDERED that Respondent shall, after construction, maintain the flashing light signals and gongs, its track, ballast, ties, headers and other railroad facilities. It is further

ORDERED that Petitioner's request is granted upon the condition that the intersection of the present Oregon Coast Highway east of the crossing with the proposed relocated highway be accomplished in such manner that the flashing light warning devices placed at the proposed crossing be clearly visible to any motorist stopped at the said intersection or entering the relocated highway from the present roadway. It is further

ORDERED that for the purpose of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon, the designation FD-847.40 shall be assigned to the crossing, and that Respondent railroad shall install and thereafter maintain the crossing designation on a signal mast at the crossing. It is further

ORDERED that the effective date of this order shall be the date of execution hereof.

Made and entered this 31st day of March, 1961.

Public Utility Commissioner

(SEAL)

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APR 6 1961

FOR FILING

F-1291(a)

FORM E-30 50M 7-60 29395

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1961

SUBJECT: Pux 399 - Bay City O-Xing
S. P. Co.
Tillamook County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Herewith I hand you copy of Order No. 37741 issued by the Public Utility Commissioner, under date of March 21, 1961, relative to the above-titled matter.

The order is in conformance with the petition of the Highway Commission and the testimony presented at the hearing.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Ivan Merchant
Tom Edwards
J. D. Walker
I. A. DeFrance
J. W. Nash
H. B. Simpson

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

Order #37741

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 169

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|---|---|
| In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right of way of Southern Pacific Company, known as the BAY CITY OVERCROSSING project on the Oregon Coast Highway in the Northwest quarter (NW¼) of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon. ) | ORDER |

The above entitled matter was duly heard on March 8, 1961, at Salem, Oregon, before Charles E. Leierer, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Assistant Attorney
General, Salem, Oregon
In behalf of the Oregon State Highway
Commission

For Respondent:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of the Southern Pacific
Company

For Commissioner:

C. E. Jaqua, Utility Engineer, Salem, Oregon
In behalf of the Public Utility
Commissioner of Oregon

On or about December 16, 1960, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as the Petitioner, filed a petition pursuant to the provisions of ORS Chapter 763 for permission to construct an overcrossing structure over and across the tracks and right of way of the Southern Pacific Company, hereinafter referred to as the Respondent. The proposed overcrossing structure is to be located in the Northwest quarter (NW¼) of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon. Said overcrossing has been denominated Bay City Overcrossing project.

Attached to the Petition are drawings containing grade line and clearance diagrams, a vicinity map and plans and elevations of the proposed structure. These engineering drawings, number 15701 and 8828-A, were attached to and made part of the Petition by reference. At the hearing drawing number 8828-A was withdrawn and drawing number 8828-B substituted in lieu thereof.

On or about January 25, 1961, the Respondent filed its Answer. The Answer raised objections to the plan submitted and attached to the Petition and to the accounting procedure referred to in the Policy and Procedure Memorandum 30-3 issued by the Public Roads Administration under date of August 15, 1955 as amended and supplemented. At the hearing after submission of the new drawing, No. 8828-B, the Respondent withdrew its objection to the plans for the construction of the overcrossing structure. Also, said Respondent withdrew its objection referring to the accounting procedure set forth in Memorandum 30-3 for the stated reason that Petitioner and Respondent had arrived at satisfactory agreements between themselves concerning such objection.

Notice of the Petition and copies thereof were duly served upon the Respondents and it's Attorneys and upon the County Court of Tillamook County. No Answer has been filed by the aforesaid county.

Notice of hearing was issued on February 6, 1961 and served upon all parties in interest including the County Court of Tillamook County.

Evidence was adduced on behalf of the Petitioner and Respondent, the hearing was completed and the matter submitted for determination. Based upon the record and evidence it is found that:

The Oregon Coast Highway being U.S. Highway 101 between Garibaldi and Bay City is being relocated and realigned. The present highway is constructed through an area which is difficult to maintain and keep open to the public by reason of unstable ground and roadbed. Said relocation and realignment will result in better safety for the public using the highway. In connection with such realignment it is deemed necessary and desirable to construct an overcrossing structure as proposed.

Rail traffic using the tracks at the proposed crossing consists of two daily train movements Monday through Saturday. The estimated average volume of vehicular traffic over the proposed structure will be 2,300 vehicles per day, plus anticipated normal increase. An overcrossing which will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad will be suitable and proper for the safety, accomodation and convenience of the public and in the public interest.

The roadway at the point of crossing is on that section of a 3,100 foot long vertical curve which ascends to the south, at a point 842 feet northerly from the point of intersection of the tangent projections of the curve which are on an ascending gradient of 3.56% from the north and 3.50% from the south.

Tangents to the centerlines of highway and railroad will intersect at an angle of 52°19" in the northwest quadrant at a common point designated as Highway Survey Station 203+32.76 and Railroad Survey Station 378+86.00 in the Northwest quarter (NW¼) of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon.

The proposed plan and specifications call for construction of a poured reinforced concrete deck supported by reinforced concrete deck girders. The width of the roadway on the structure will be 30 feet from curb to curb without sidewalks. It will consist of three spans, the northerly span being 53 feet in length, the center span 70 feet in length, and the southerly span 58 feet in length. The total length of the structure will be 181 feet.

Minimum horizontal clearance between the center of the track and the supporting members of the completed structure adjacent thereto, will be 18 feet, 7 inches on the northerly side and 31 feet, 5½ inches on the southerly side. Minimum vertical clearance between the girder immediately over the tracks and the top of the rails will be 23 feet, 10¼ inches. These clearances are in excess of the minimums heretofore prescribed by Commissioner's Order #33700.

During the course of the construction the clearances heretofore specified will be impaired by false work necessary for the construction of the overcrossing structure, during the construction of the center span. During this construction phase the vertical clearance between the top of the rail and the false work will be 21 feet, 6 inches.

The Petitioner and Respondent concurred that the construction and maintenance of the overcrossing should be handled and the cost thereof be borne in this case as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of said project and supervise the construction thereof.

(b) Finance the construction of said project including reimbursement to Railroad Company for the necessary expenditures incurred in connection therewith.

(c) Maintain the proposed structure with its appurtenances and highway approaches after the completion of the project.

Respondent will:

(a) Subject to reimbursement, make such rearrangements in its signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project.

(b) Subject to reimbursement, furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement, place and remove such telltales as may be required for railroad operations during impairment of vertical clearances.

(d) Subject to reimbursement, remove and replace right of way fence as may be required for the construction of the project.

(e) At its own cost and expense, maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

Proposals relating to the division of expenses involved are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed overcrossing is a necessary part of the relocation of the Oregon Coast Highway U.S. Highway 101 and is required in the interest of public safety, convenience and general welfare, and that permission for the construction thereof should be granted upon the terms and conditions hereinafter set forth; it is therefore

ORDERED that permission requested in the Petition of the State of Oregon, by and through its State Highway Commission, for the construction of the highway overcrossing structure herein proposed, be and the same is hereby granted, and No. FD 849.23-A shall be assigned to said overcrossing in the Commissioner's Catalog of Crossings in the State of Oregon. It is further

ORDERED that such overcrossing structure shall be made upon the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation, and general design as set forth in the plan and profile drawings contained in Oregon State Highway Department Bridge Division drawings Nos. 15701 and 8828-B.

2. Petitioner shall, at its own expense, maintain the structure with its appurtenances and highway approaches after completion of the project.

3. The Respondent shall, subject to reimbursement by the Petitioner, make such rearrangements in its signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project; furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project; place and remove such telltales and other warning devices as may be required for railroad operations during impairment of vertical clearances and move and replace right of way fence as may be required for the construction of the project. It is further

ORDERED that after completion of the project, Respondent shall, at its own expense, maintain its railroad track and appurtenances and facilities. It is further

ORDERED that impairments to the standard vertical clearances as prescribed and defined in P.U.C. Order #33700 which are necessary to or result from the placing of false work or the erection of building materials required for the construction which do not fall below a line 21 feet, 6 inches above top of rail, are hereby authorized as temporary impaired clearances, such impairments to be removed upon completion of the proposed structure. It is further

ORDERED that the Respondent is authorized to operate its rail equipment over the impaired tracks under the conditions of impairment referred to herein. It is further

Order #37741

ORDERED that this order shall be effective on the date of execution hereof.

Made and entered this 21st day of March, 1961.

Public Utility Commissioner

(SEAL)

RECEIVED
MAR 14 1961

FOR FILING
F-129(10)
5976

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1961

SUBJECT: Crown Zellerbach Corporation Property
Hobsonville-Bay City Section
Oregon Coast Highway

To:

Memo to the File

A meeting was held in Room 1202 in the Public Service Building in Portland. Officers of the Crown Zellerbach Corporation were represented by Mr. W. W. Locks, Mr. Miller, and Mr. Shull. Representing the Highway Department were Mr. Barbee and Mr. Benner.

Crown Zellerbach Corporation presently owns property in the bay area which they thought they might wish to develop into a logging dump area. They had previously constructed a railroad spur and have done some dredging work in this area to use for a log dump but have not utilized it. They have since disposed of their interest in the railroad spur and have projected a logging road connection from the existing highway in to this area. They do not know at this time whether such a dump would ever be utilized by them but they were desirous of protecting their interest in the matter.

There were no commitments made as to whether we would deal with them on an access basis but they were informed that our present plans call for restricting access directly to this area.

It is my recommendation that they be negotiated with on the basis of no access. If a log dump becomes necessary in the future and they require one for their operations, it is quite possible that a favorable access to the highway could be developed.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

VE
Construction E
8

DJB:jk
cc: Mr. G. S. Paxson

/14/61

RECEIVED
MAR 8 1961
FOR FILING

F-1770)

[illegible]

[illegible]

March 7, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Bay City-Garibaldi Section
Oregon Coast Highway
Tillamook County

Dear Sir:

I am enclosing herewith print from a map entitled "Garibaldi-Bay City Section, Oregon Coast Highway, Tillamook County, Revised February 1961", which is our Drawing 88-21-4. On this are shown the easements which we need for the construction of the section between Bay City and the easterly city limits of Garibaldi. I am also enclosing a copy of descriptions prepared in our office covering these easements.

On the map is an area north of "C" Street in Garibaldi, colored in yellow, which is covered by our descriptions as Parcel No. 1. We have shown this area as property which the State desires to purchase. We are moving the siding track from the location on the property north of "C" Street to a position on your right of way north of Tillamook Street. In order to use this relocated spur track for the loading of gravel, use will have to be made of property lying west of your right of way and between your right of way and the bay. The State owns this property, and we propose that we exchange bargain and sale deeds for the property north of Tillamook Street and the property which you own north of "C" Street. I have requested our Right of Way Section to make appraisals of both areas and to get together with your Property Management Section in establishing the relative values of the two properties.

The descriptions given for Parcels No. 2 to No. 9 inclusive apply to the remainder of the easements requested, including for the overcrossing of your tracks at Station 378+86 and the grade crossing at Station 477+00±.

I would appreciate advice as to whether, in your opinion, such an exchange can be consummated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. R. L. Porter
Mr. J. D. Walker

FORM E-20 50M 2-60 26118

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1961

SUBJECT: R/W File 32233 - S. P. Railroad Company
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are two copies of descriptions, revised February 27, 1961, and two prints of encroachment map No. 8B-21-4, revised February 1961, concerning Right of Way, Easements, and Encroachments required from the Southern Pacific Railroad Company, on the subject section.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Assistant Construction Engineer

Attach

FOS:cw

cc: Mr. W. T. Wright

RECEIVED
MAR 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

File No. 32233

NOTE: (1200 square feet of the total area lies within 1st Street which may or may not be vacated.)

DESCRIPTION ONLY

Southern Pacific Company

Hobsonville-Bay City Section

Tillamook County

File No. 32233
PC 2-27-61
8B-19-12

Oregon Coast Highway

R/W, Easements, & R. R. Encroachments

PARCEL NO. 1

A parcel of land lying in Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being described as follows:

Beginning at the Southeast corner of Block 12 of First Water Front Addition to Bay City in Tillamook County; thence Westerly along the Southerly line of said Block 12, a distance of 20 feet, more or less, to the Northeasterly right of way line of the Southern Pacific Company; thence Northwesterly along said right of way line 310 feet, more or less, to the Southerly line of "B" Street; thence Easterly along said Southerly line of "B" Street 15 feet, more or less, to a line which is parallel to and 10 feet Northeasterly of said Southern Pacific Company right of way line; thence Northwesterly along said parallel line 40 feet, more or less, to the center line of vacated "B" Street; thence Easterly along said center line 272 feet, more or less, to the Westerly line of 2nd Street; thence Southerly along said Westerly line 240 feet, more or less, to the point of beginning.

The center line of the relocated Oregon Coast Highway as referred to herein is described as follows:

Beginning at Engineer's center line Station 225+65.06, said Station being 689.74 feet North and 1140.54 feet West of the intersection of the center lines of 4th and "C" Streets in Bay City; thence South 45° 07' East 1325.62 feet to Station 238+90.68, said Highway center line crosses the center line of said vacated "B" Street and the Easterly line of said Block 12 approximately at Stations 231+40 and 234+10, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 34,600 square feet, more or less.

PARCEL NO. 2 An easement for grade crossing over or on the following described parcel, to-wit:

A parcel of land lying in the SW¼ of Section 22, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being that portion of the Southern Pacific Company right of way which lies between lines at right angles and or radially to the Main Track center line of said Southern Pacific Company at Stations 475+33 and 478+30, respectively, and between lines which are parallel with and 10 feet on the Northeasterly side, and 50 feet on the Southwesterly side of said Main Track center line.

The parcel of land to which this description applies contains 0.41 acre.

PARCEL NO. 3 An easement for structure over or on the following described parcel, to-wit:

A parcel of land lying in the NW¼ of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being that portion of the Southern Pacific Company right of way included in a strip of land 175 feet in width, 100 feet on the Easterly side and 75 feet on the Westerly side of the center line of the Oregon Coast Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 176+93.07, said Station being 794.6 feet North and 1177.2 feet West of the North quarter corner of said Section 34; thence South 8° 47' 30" East 3463.86 feet to Station 211+56.93, said center line crosses the Northwesterly and Southeasterly right of way lines of said Southern Pacific Company approximately at Stations 202+70 and 204+00, respectively.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.52 acre.

### PARCEL NO. 4

A parcel of land lying in the SW¼ of Section 22 and in the NW¼ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land variable in width lying Easterly of and adjacent to the Westerly right of way line of the Southern Pacific Company Railroad and extending from a line lying at right angles to the center line of the Main Track of said Railroad at Station 471+00 to a line at right angles to said center line at Station 442+90, said strip of land being 20 feet in width from Station 471+00 to a line at right angles to said center line at Station 463+00, and 30 feet in width from Station 463+00 to Station 448+00, and 20 feet in width from Station 448+00 to 446+50, and 15 feet in width from Station 446+50 to 442+90, containing 1.59 acres.

### PARCEL NO. 5

A parcel of land lying in the W½ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land 10 feet in width lying Easterly of and adjacent to the Westerly right of way line of the Southern Pacific Company and extending from a line at right angles to the center line of the Main Track of said Railroad at Station 434+30 to a line at right angles to said center line at Station 430+20, containing 0.09 acre.

### PARCEL NO. 6

A parcel of land lying in the SW¼ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land 30 feet in width lying Easterly of and adjacent to the Westerly right of way line of the Southern Pacific Company and extending from a line at right angles to the center line of the Main Track of said Railroad at Station 414+60 to a line at right angles to said center line at Station 409+50, containing 0.35 acre.

### PARCEL NO. 7

A parcel of land lying in the SE¼ of Section 34, Township 1 North, Range 10 West, in the NE¼ of Section 3, and in the NW¼ of Section 2, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land variable in width, lying Southwesterly of and adjacent to the Northeasterly right of way line of the Southern Pacific Company and extending from the Southerly line of "C" Street in the City of Bay City to a line at right angles to said center line of the Main Track of Station 295+00, said strip of land being 10 feet in width from said Southerly line of "C" Street, to Station 324+00, and 25 feet in width from Station 324+00 to Station 314+00, and 10 feet in width from Station 314+00 to Station 295+00, containing 1.05 acres.

### PARCEL NO. 8

A parcel of land lying in the SE¼ of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being bounded on the Northwesterly side by a line at right angles to the center line of the Main Track of the Southern Pacific Company Railroad at Station 327+25; bounded on the Southerly side by the Northerly line of "C" Street in the City of Bay City; bounded on the Southwesterly side by the center line of the Main Track of said Railroad; and bounded on the Northeasterly side by the Northeasterly right of way line of said railroad, containing 0.07 acre.

**PARCEL NO. 9** A temporary easement for construction, over or on the following described parcel, to-wit:

A parcel of land lying in the NW¼ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land 80 feet in width lying between the Easterly right of way line of the Southern Pacific Company and a line which is parallel to and 30 feet Westerly of the center line of the Main Track of said Railroad, said strip of land extending from a line at right angles to the center line of said Railroad at Station 448+00 to a line at right angles to said center line at Station 446+50, and a strip of land being 85 feet in width lying between the Easterly right of way line of the Southern Pacific Company and a line which is parallel to and 35 feet Westerly of the center line of said Main Track, and extending from a line at right angles to the center line of said Railroad at Station 446+50 to a line at right angles to said center line at Station 442+90, containing 0.98 acre.

**PARCEL NO. 10** A temporary easement to relocate spur track, for duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the NE¼ of Section 3, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land variable in width, lying Northeasterly of and adjacent to the Southwesterly right of way line of the Southern Pacific Company and extending from a line at right angles to the center line of the Main Track of said Railroad at Station 308+50 to a line at right angles to said Main Track center line at Station 302+00, said strip of land being 50 feet in width from said Station

PARCEL NO. 4

A parcel of land lying in the SW¼ of Section 22 and in the NW¼ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land variable in width lying Easterly of and adjacent to the Westerly right of way line of the Southern Pacific Company Railroad and extending from a line lying at right angles to the center line of the Main Track of said Railroad at Station 471+00 to a line at right angles to said center line at Station 442+90, said strip of land being 20 feet in width from Station 471+00 to a line at right angles to said center line at Station 463+00, and 30 feet in width from Station 463+00 to Station 448+00, and 20 feet in width from Station 448+00 to 446+50, and 15 feet in width from Station 446+50 to 442+90, containing 1.59 acres.

PARCEL NO. 5

A parcel of land lying in the W½ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land 10 feet in width lying Easterly of and adjacent to the Westerly right of way line of the Southern Pacific Company and extending from a line at right angles to the center line of the Main Track of said Railroad at Station 434+30 to a line at right angles to said center line at Station 430+20, containing 0.09 acre.

PARCEL NO. 6

A parcel of land lying in the SW¼ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land 30 feet in width lying Easterly of and adjacent to the Westerly right of way line of the Southern Pacific Company and extending from a line at right angles to the center line of the Main Track of said Railroad at Station 414+60 to a line at right angles to said center line at Station 409+50, containing 0.35 acre.

PARCEL NO. 7

A parcel of land lying in the SE¼ of Section 34, Township 1 North, Range 10 West, in the NE¼ of Section 3, and in the NW¼ of Section 2, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land variable in width, lying Southwesterly of and adjacent to the Northeasterly right of way line of the Southern Pacific Company and extending from the Southerly line of "C" Street in the City of Bay City to a line at right angles to said center line of the Main Track of Station 295+00, said strip of land being 10 feet in width from said Southerly line of "C" Street, to Station 324+00, and 25 feet in width from Station 324+00 to Station 314+00, and 10 feet in width from Station 314+00 to Station 295+00, containing 1.05 acres.

PARCEL NO. 8

A parcel of land lying in the SE¼ of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being bounded on the Northwesterly side by a line at right angles to the center line of the Main Track of the Southern Pacific Company Railroad at Station 327+25; bounded on the Southerly side by the Northerly line of "C" Street in the City of Bay City; bounded on the Southwesterly side by the center line of the Main Track of said Railroad; and bounded on the Northeasterly side by the Northeasterly right of way line of said railroad, containing 0.07 acre.

PARCEL NO. 9 A temporary easement for construction, over or on the following described parcel, to-wit:

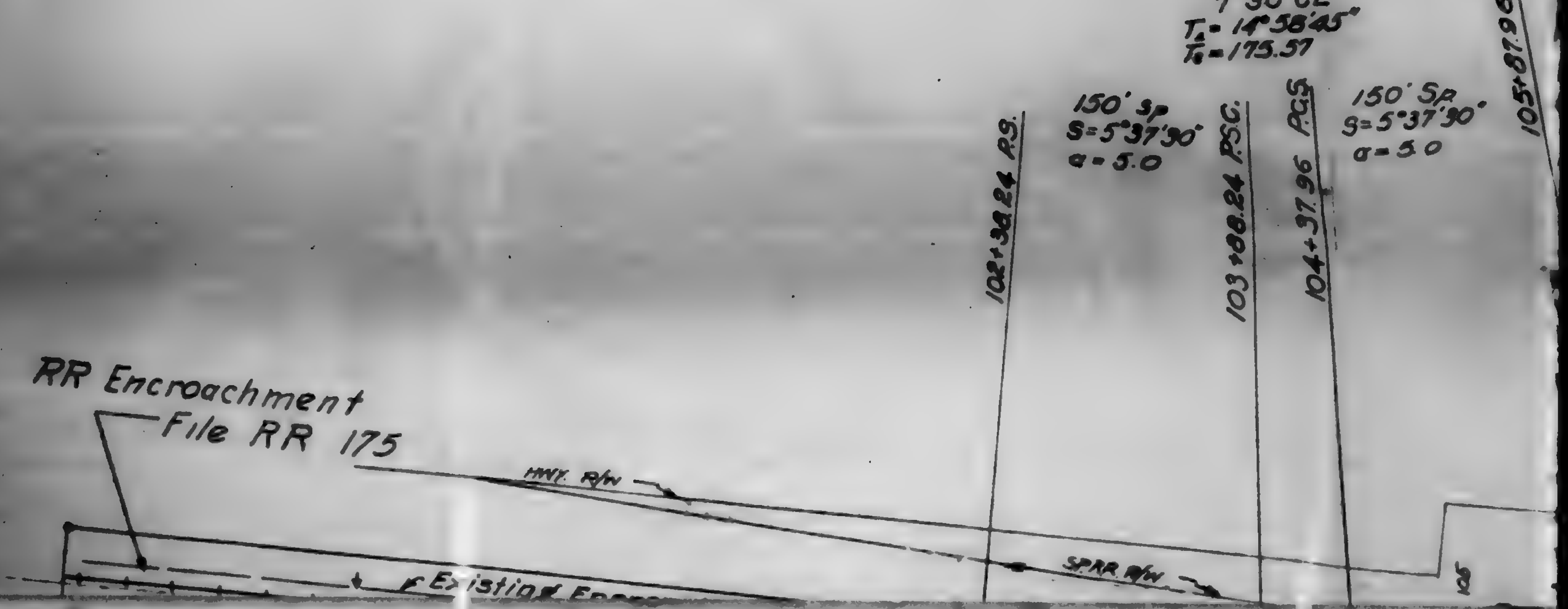
A parcel of land lying in the NW¼ of Section 27, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land 80 feet in width lying between the Easterly right of way line of the Southern Pacific Company and a line which is parallel to and 30 feet Westerly of the center line of the Main Track of said Railroad, said strip of land extending from a line at right angles to the center line of said Railroad at Station 448+00 to a line at right angles to said center line at Station 446+50, and a strip of land being 85 feet in width lying between the Easterly right of way line of the Southern Pacific Company and a line which is parallel to and 35 feet Westerly of the center line of said Main Track, and extending from a line at right angles to the center line of said Railroad at Station 446+50 to a line at right angles to said center line at Station 442+90, containing 0.98 acre.

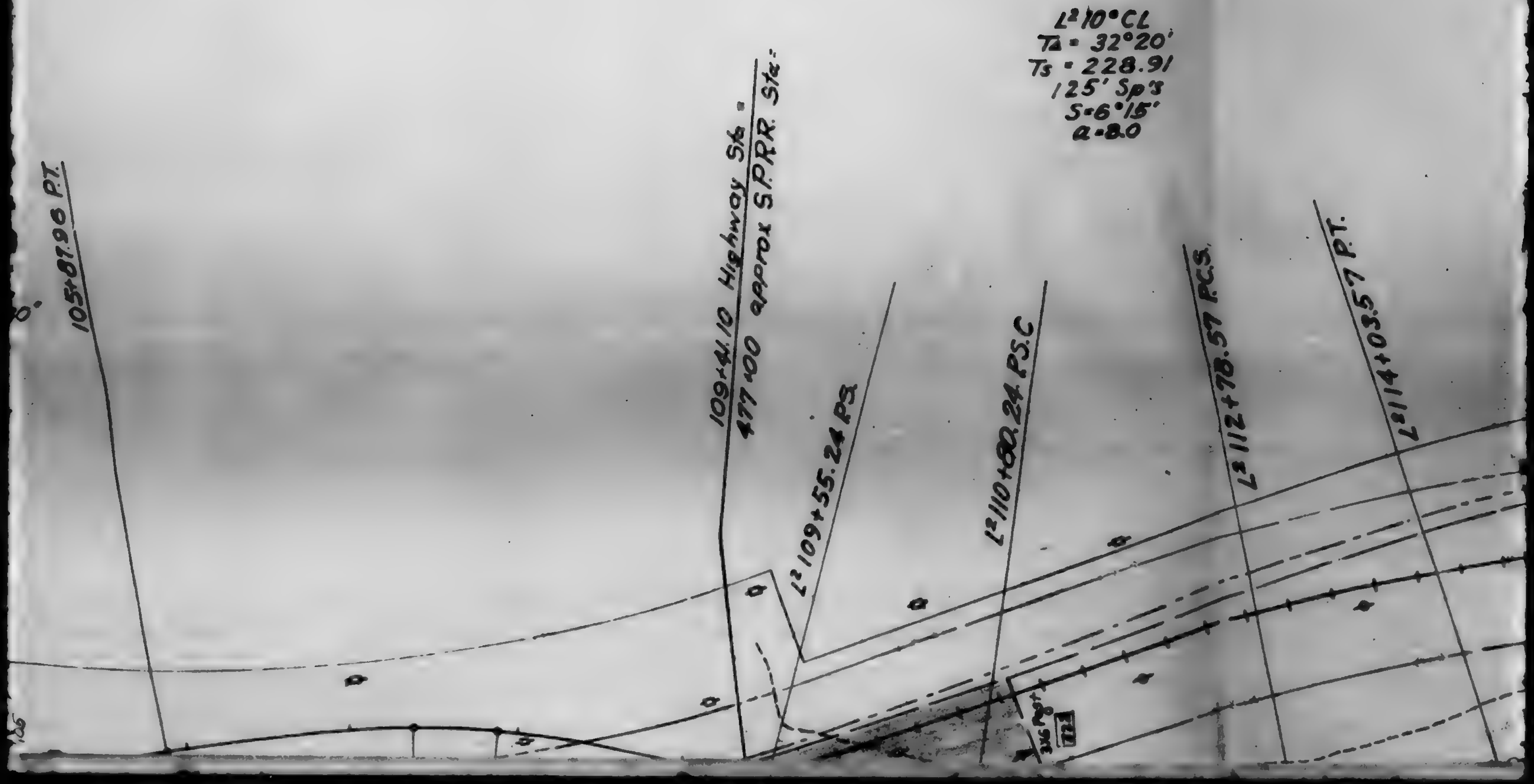
PARCEL NO. 10 A temporary easement to relocate spur track, for duration of project, over or on the following described parcel, to-wit:

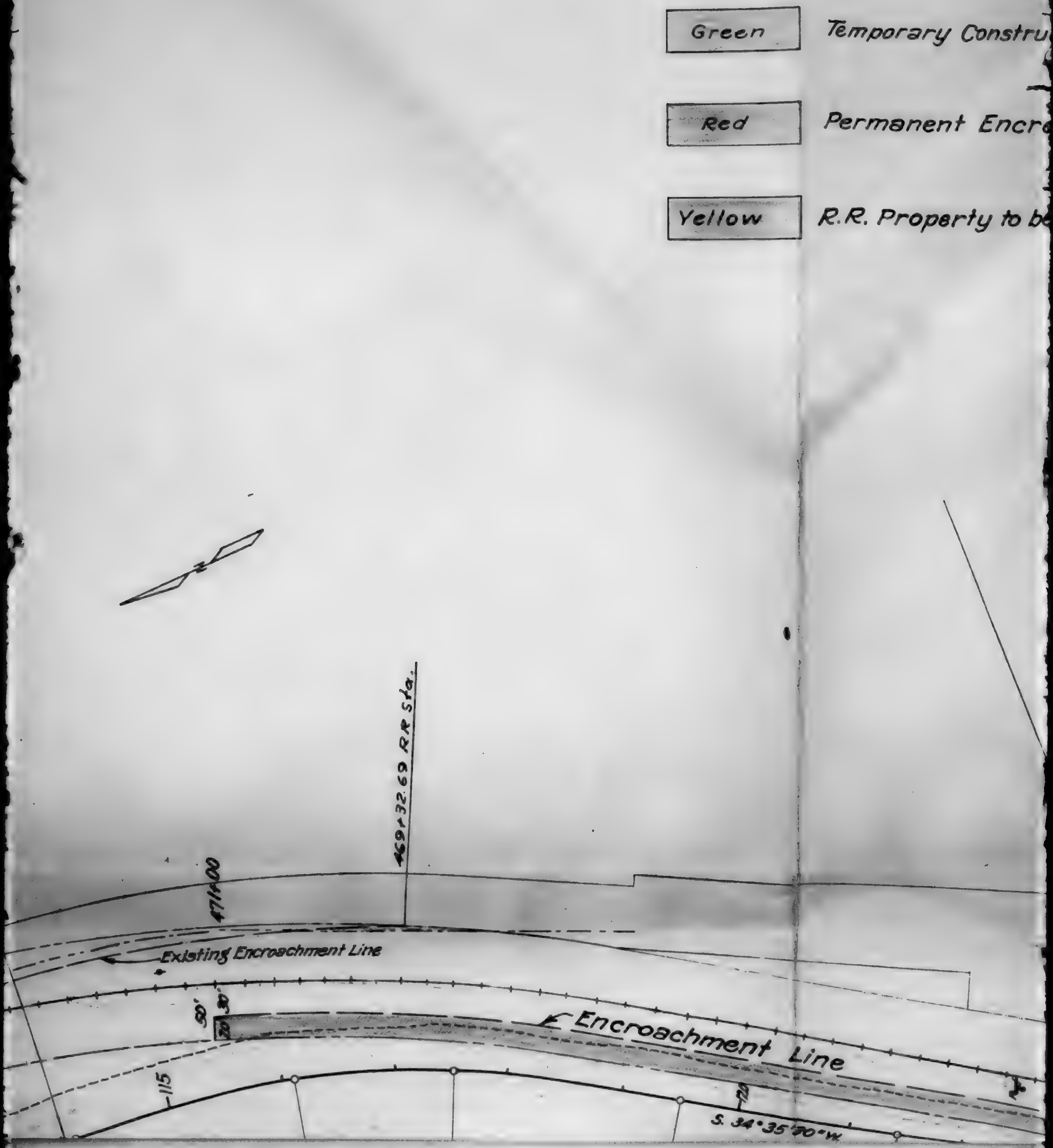
A parcel of land lying in the NE¼ of Section 3, Township 1 South, Range 10 West, W.M., Tillamook County, Oregon, the said parcel being a strip of land variable in width, lying Northeasterly of and adjacent to the Southwesterly right of way line of the Southern Pacific Company and extending from a line at right angles to the center line of the Main Track of said Railroad at Station 308+50 to a line at right angles to said Main Track center line at Station 302+00, said strip of land being 50 feet in width from said Station 308+50 to Station 304+00 and 90 feet in width from Station 304+00 to Station 302+00, containing 0.93 acre.

lw/pk

12 N
N
T 1 N, R 10 W


7°30'CL
$T_\Delta$ = 14°58'45"
$T_s$ = 175.57
150' Sp
S=5°37'30"
a=5.0
150' Sp
S=5°37'30"
a=5.0
102+38.24 P.S.
103+88.24 P.S.C.
104+37.96 P.C.S.
105+87.96 P.T.
RR Encroachment
File RR 175
HWY. R/W
SPRR R/W
Existing Encr
105

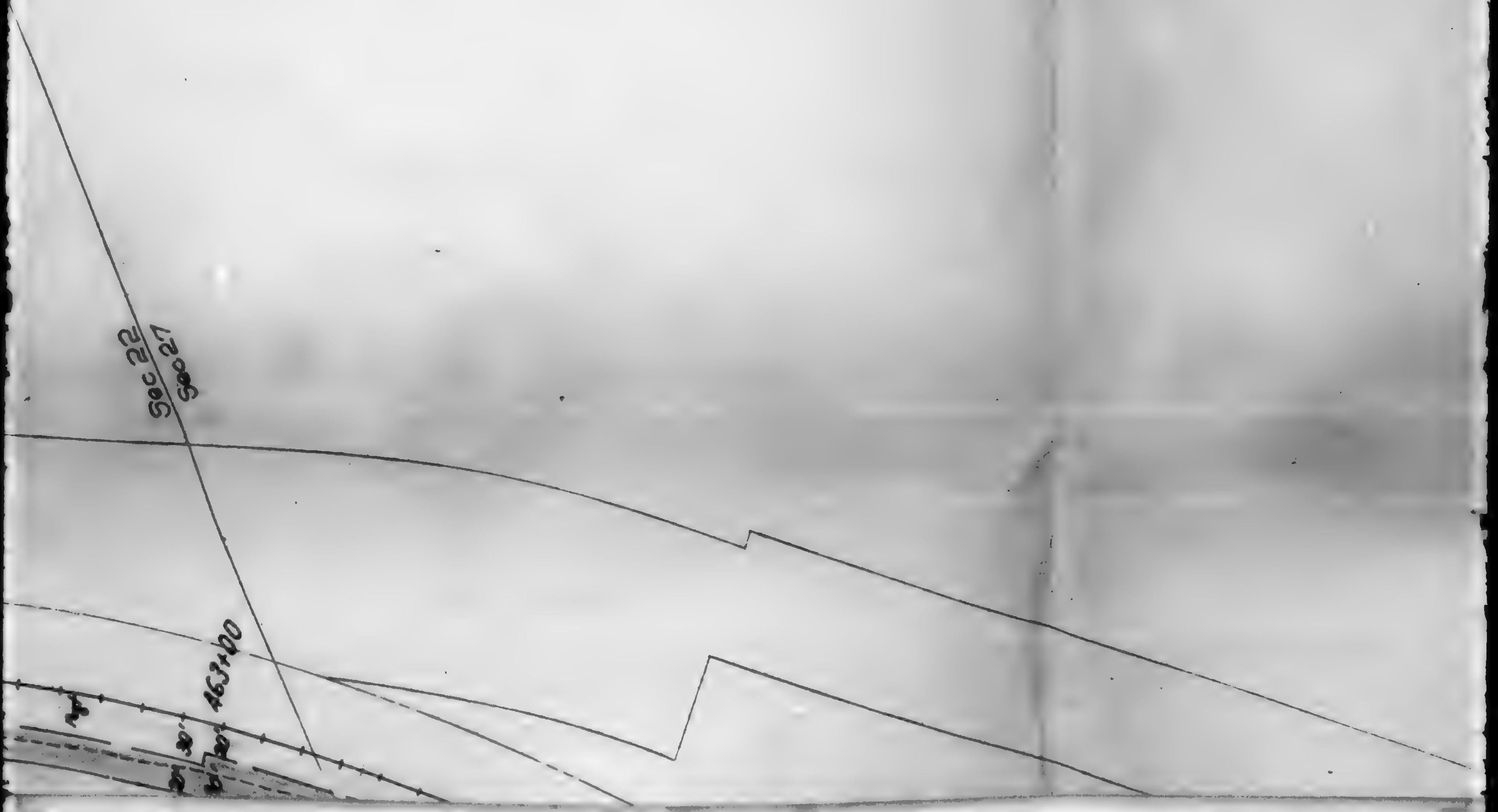

L² 10° CL
TΔ = 32°20'
Ts = 228.91
125' Sp's
S = 6°15'
a = 8.0
105+87.96 P.T.
109+41.10 Highway Sta =
477+00 approx S.P.R.R. Sta:
L² 109+55.24 P.S.
L² 110+80.24 P.S.C
L³ 112+78.57 P.C.S.
L³ 114+03.57 P.T.
106

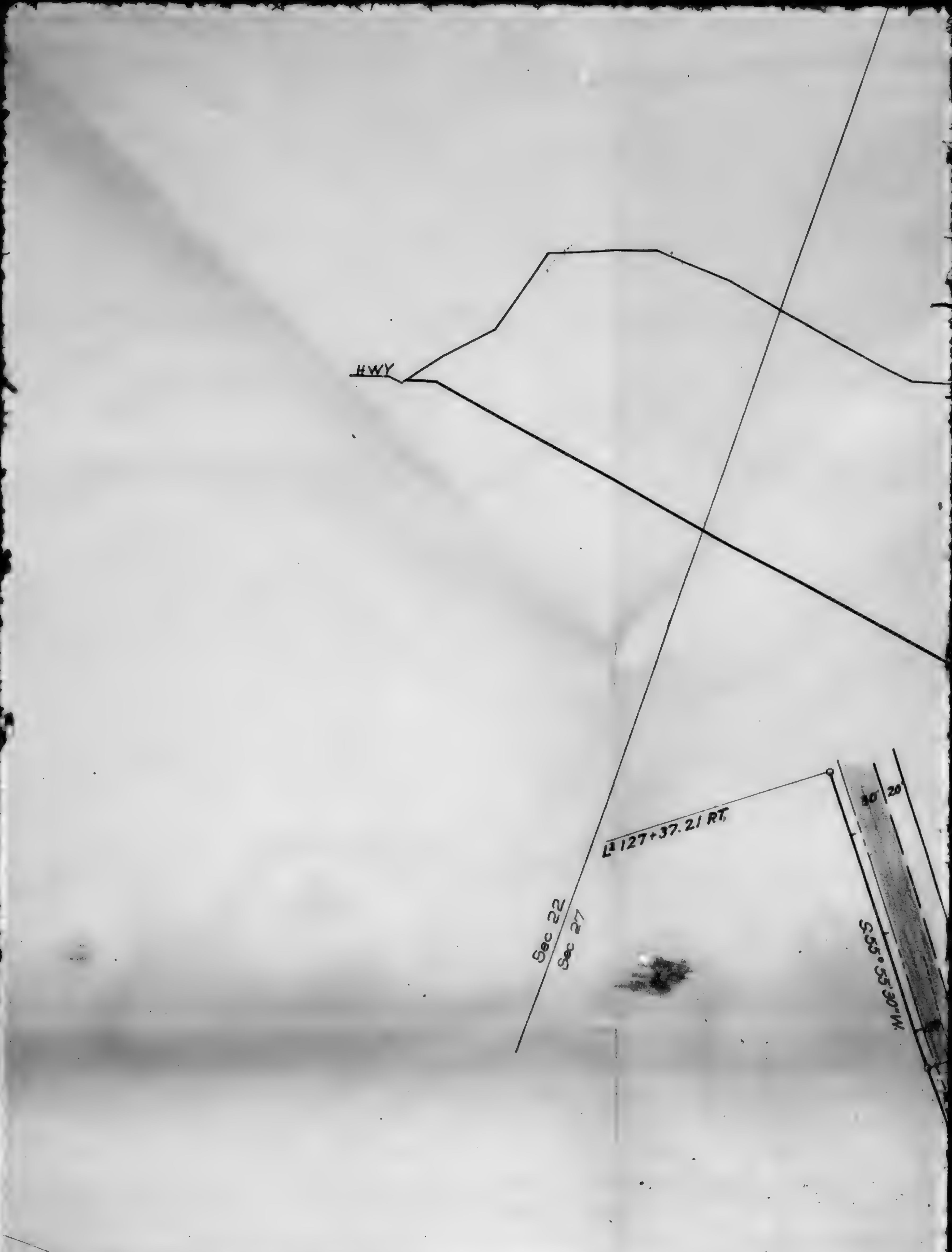

Green
Temporary Constru
Red
Permanent Encro
Yellow
R.R. Property to be
469+32.69 R.R. Sta.
471+00
Existing Encroachment Line
50'
30'
Encroachment Line
115
120
S. 34°35'30"W.

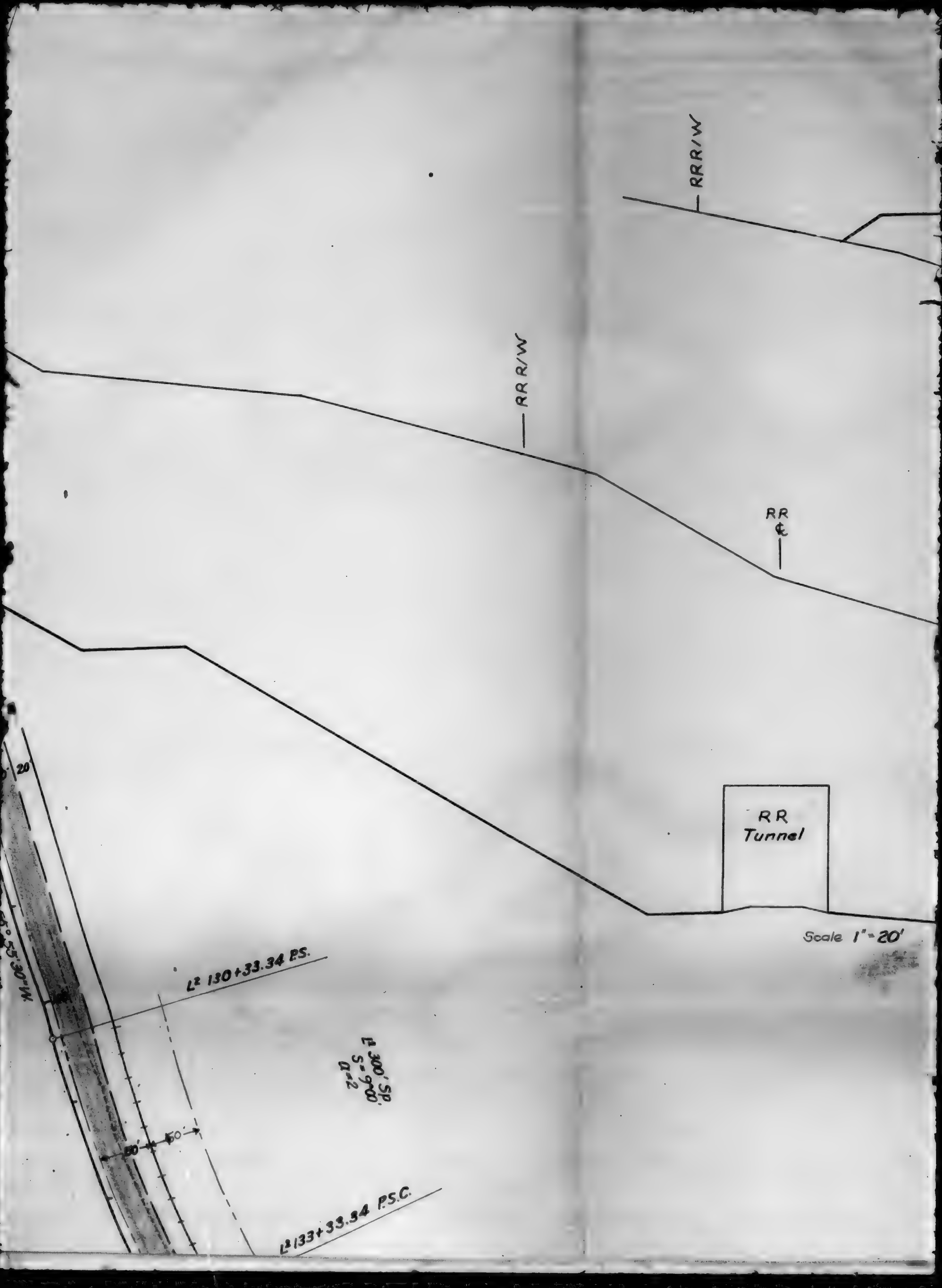
nstruction Easement

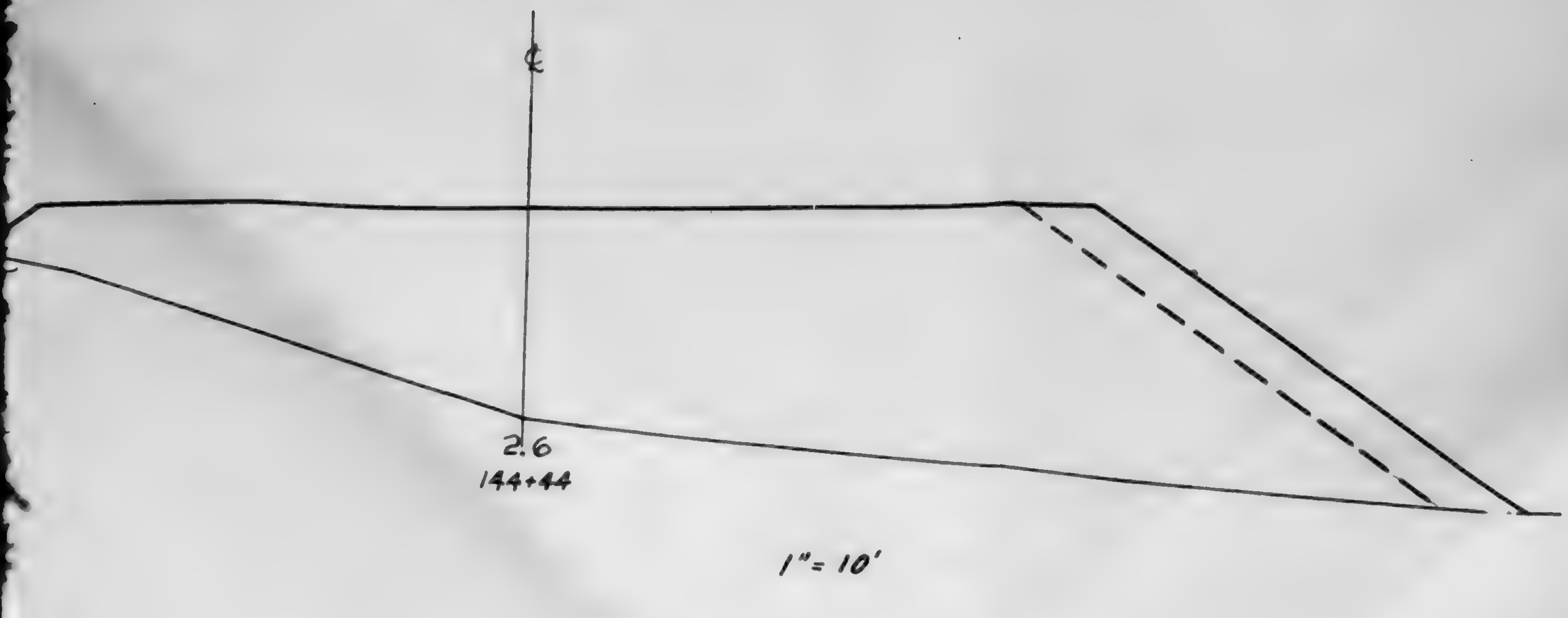
Encroachment

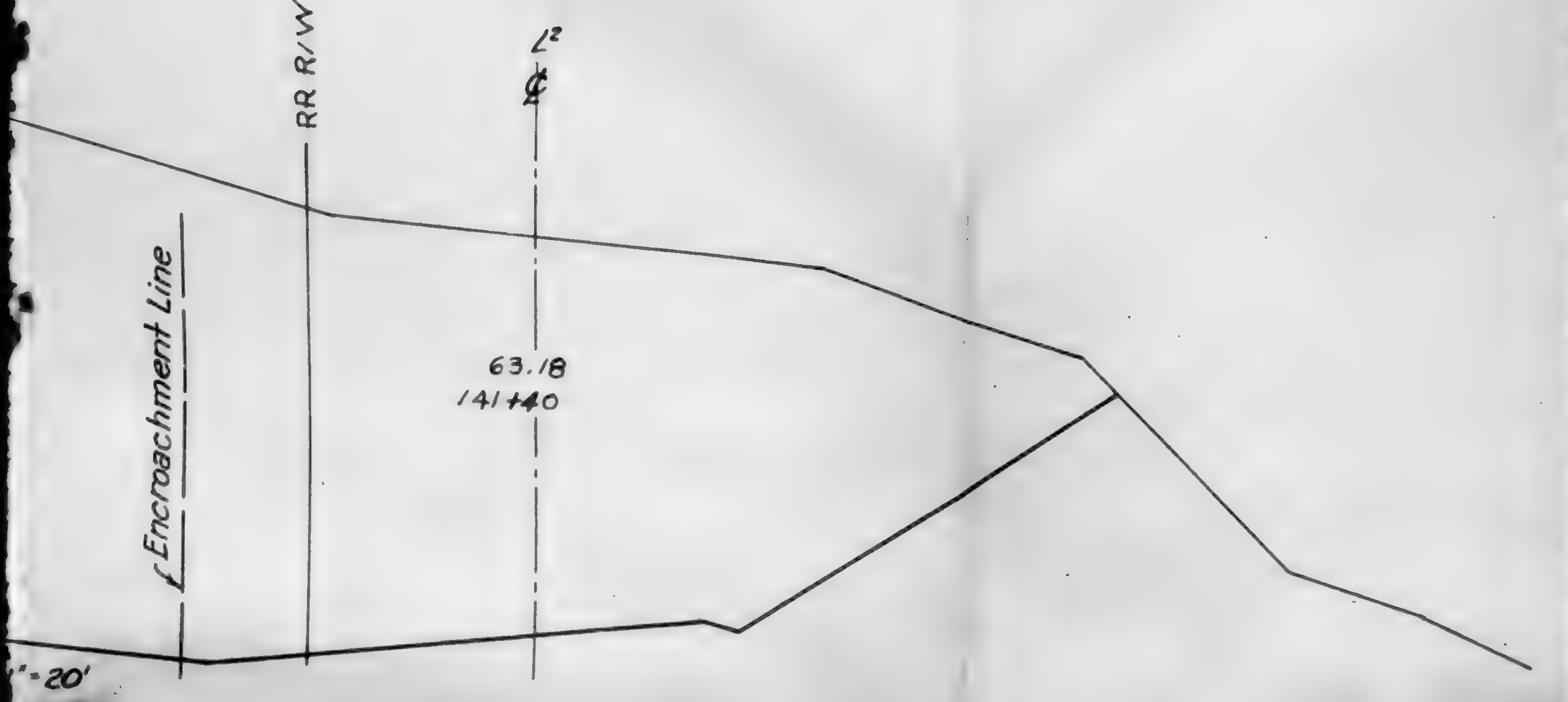
y to be deeded to State

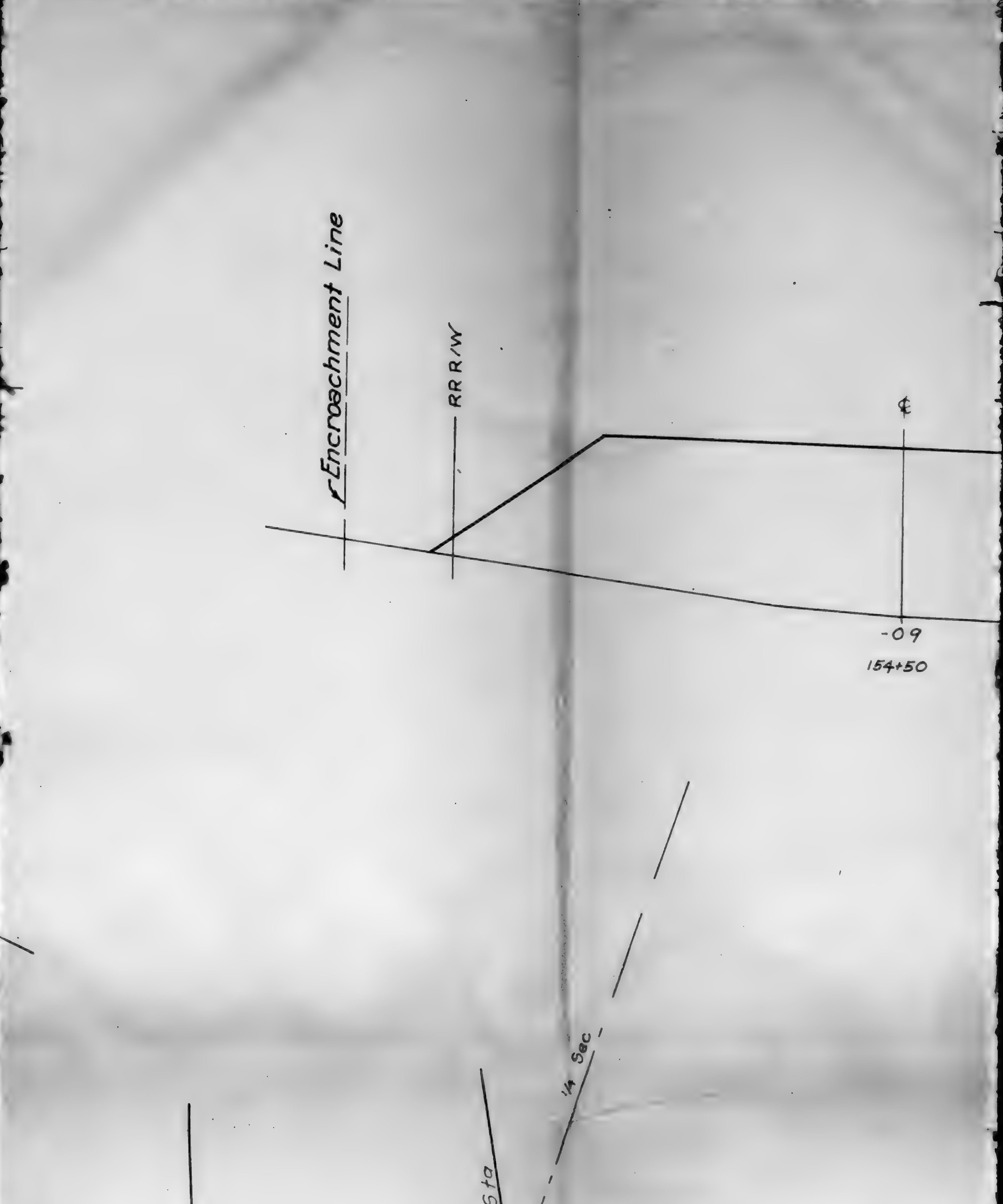

Sec 22
Sec 27
463+00
30'
30'

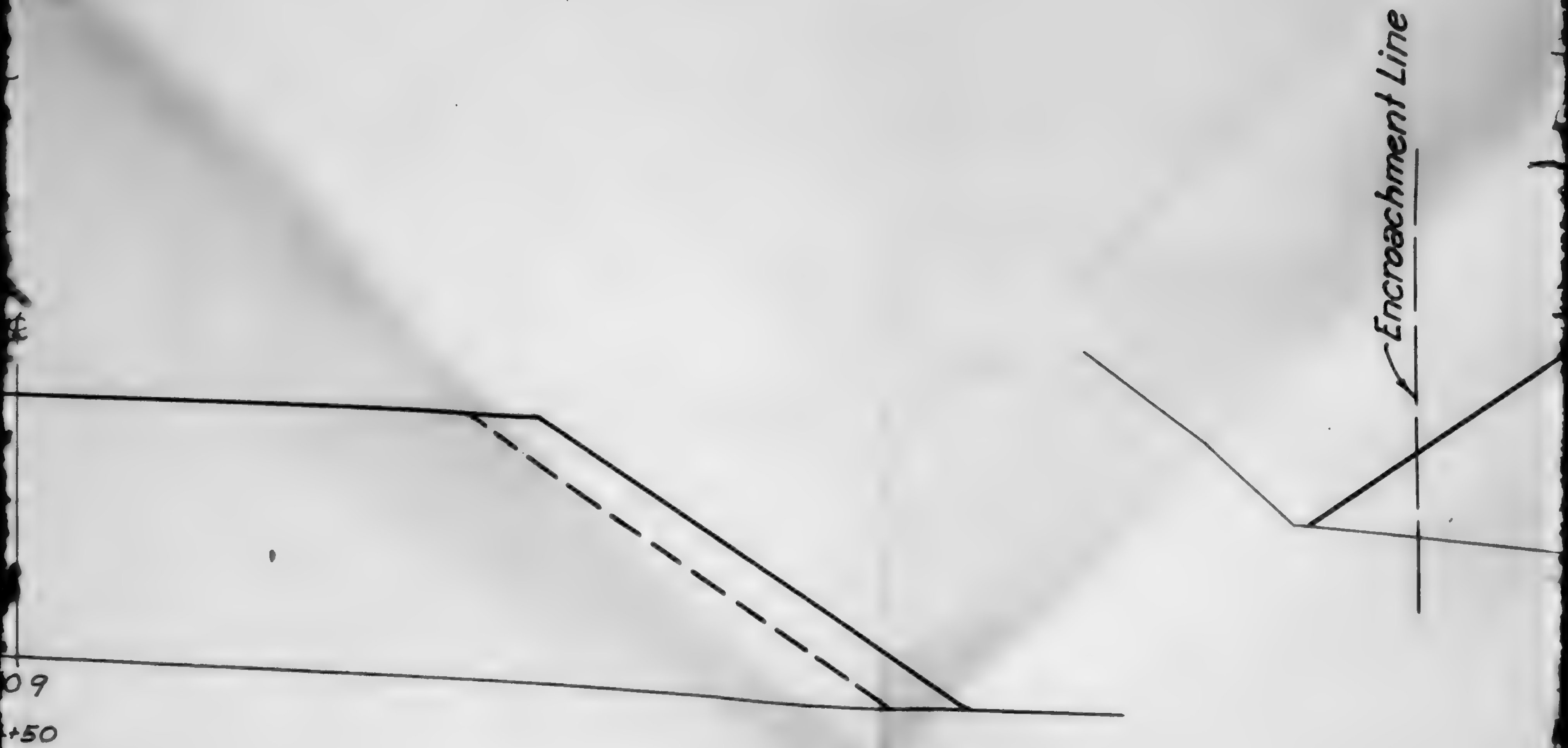

HWY
℄ 127+37.21 RT.
30'
20'
Sec 22
Sec 27
S.55°55'30"W.

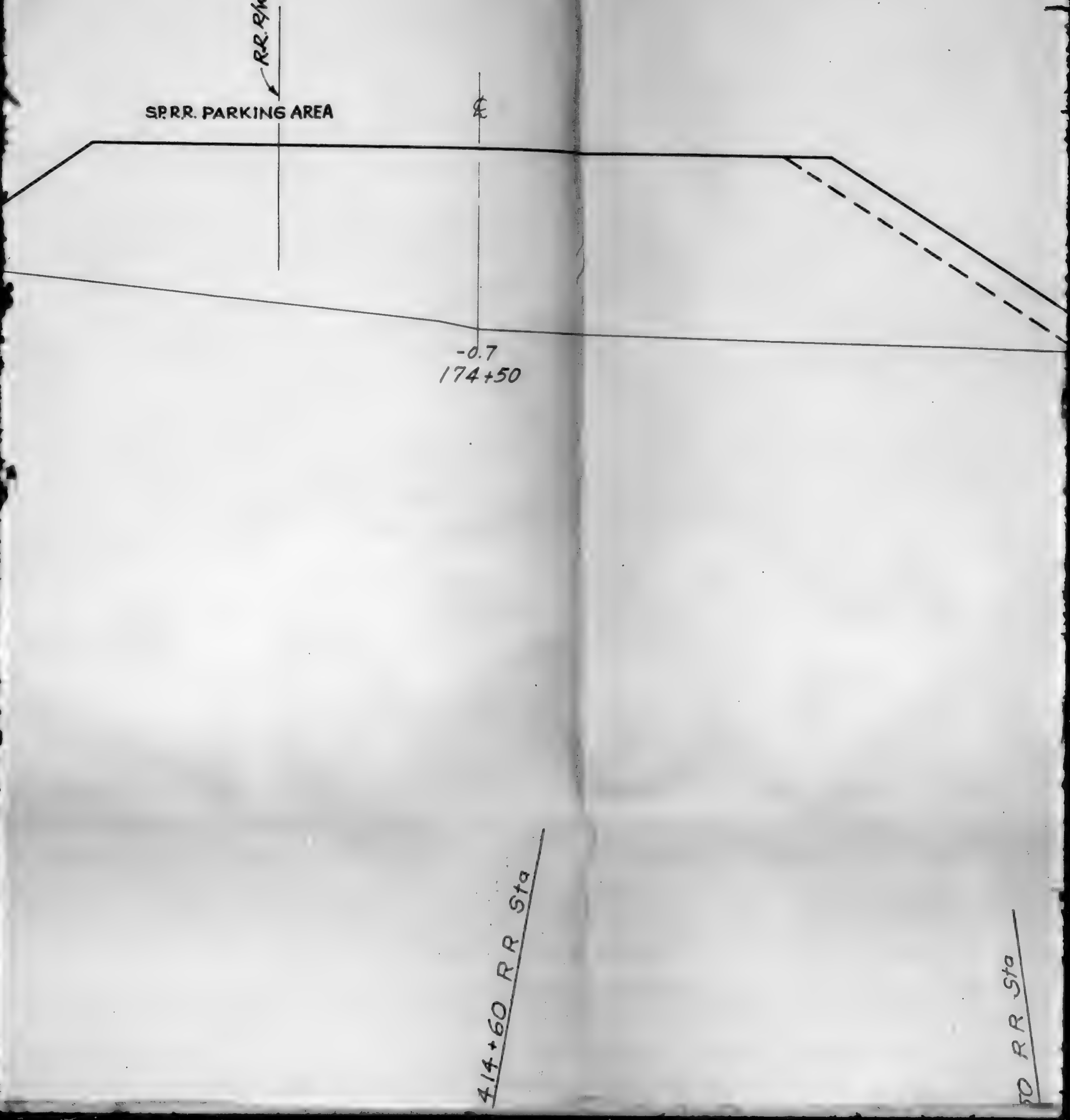

RR R/W
RR R/W
RR
℄
RR
Tunnel
Scale 1" = 20'
20
5° 55' 30" W.
L² 130+33.34 P.S.
L² 300' SP.
S = 9°00'
a = 2
80'
50'
L² 133+33.34 P.S.C.


℄
2.6
144+44
1"= 10'


L²
℄
RR R/W
Encroachment Line
63.18
141+40
"=20'

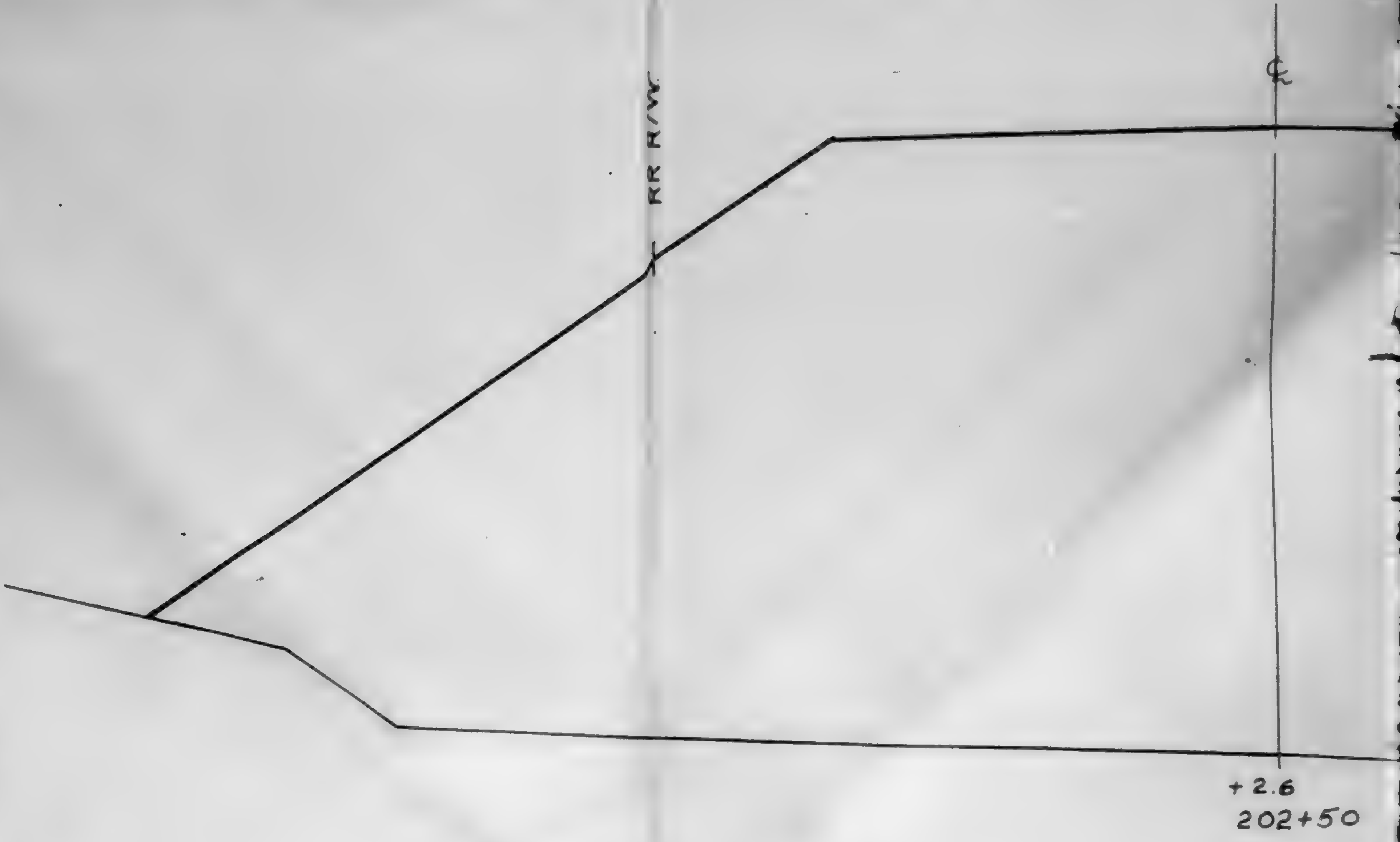

Encroachment Line
RR R/W
℄
-09
154+50
1/4 Sec
R R Sta
R R Sta
20

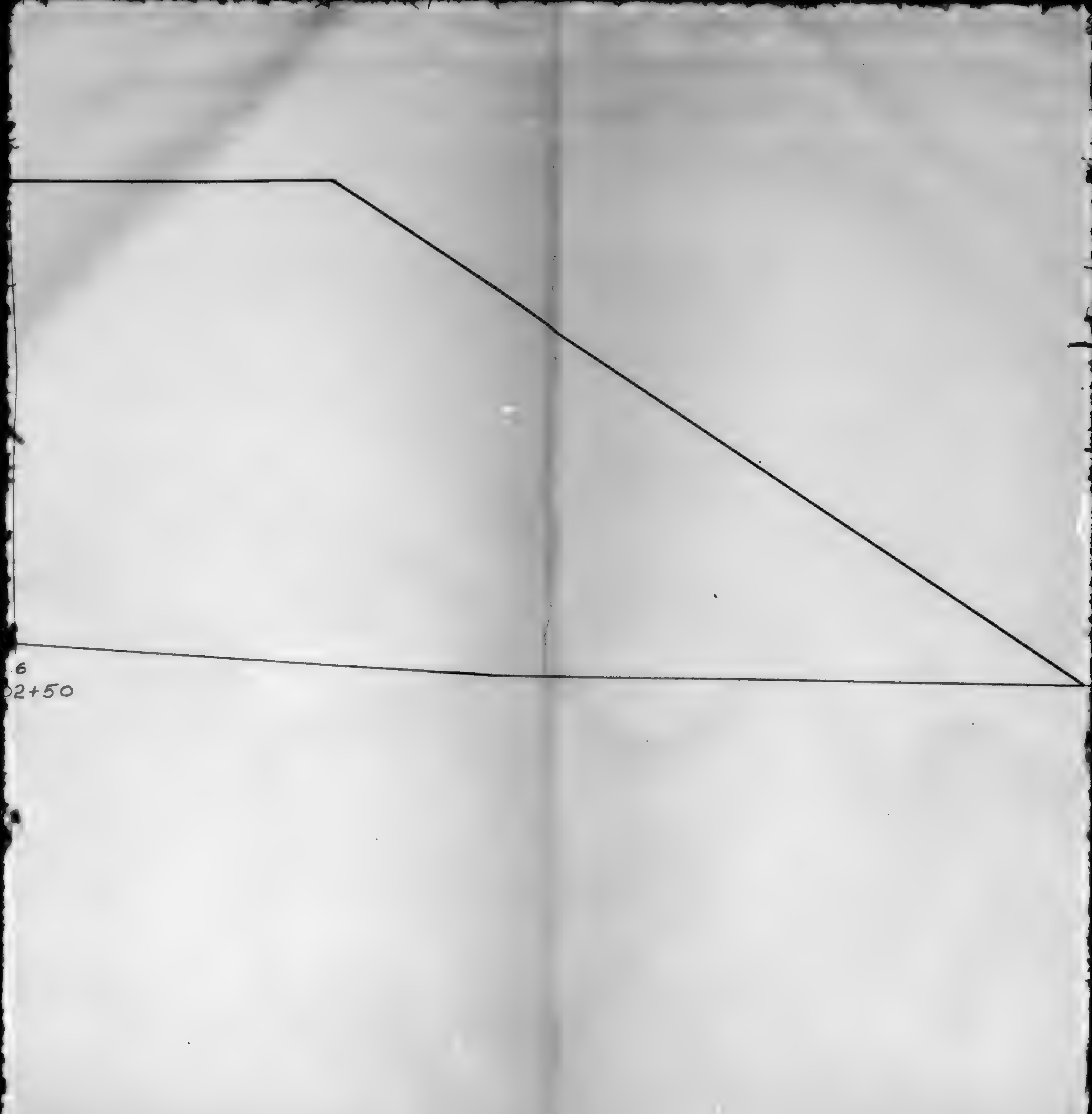

℄
09
+50
Encroachment Line

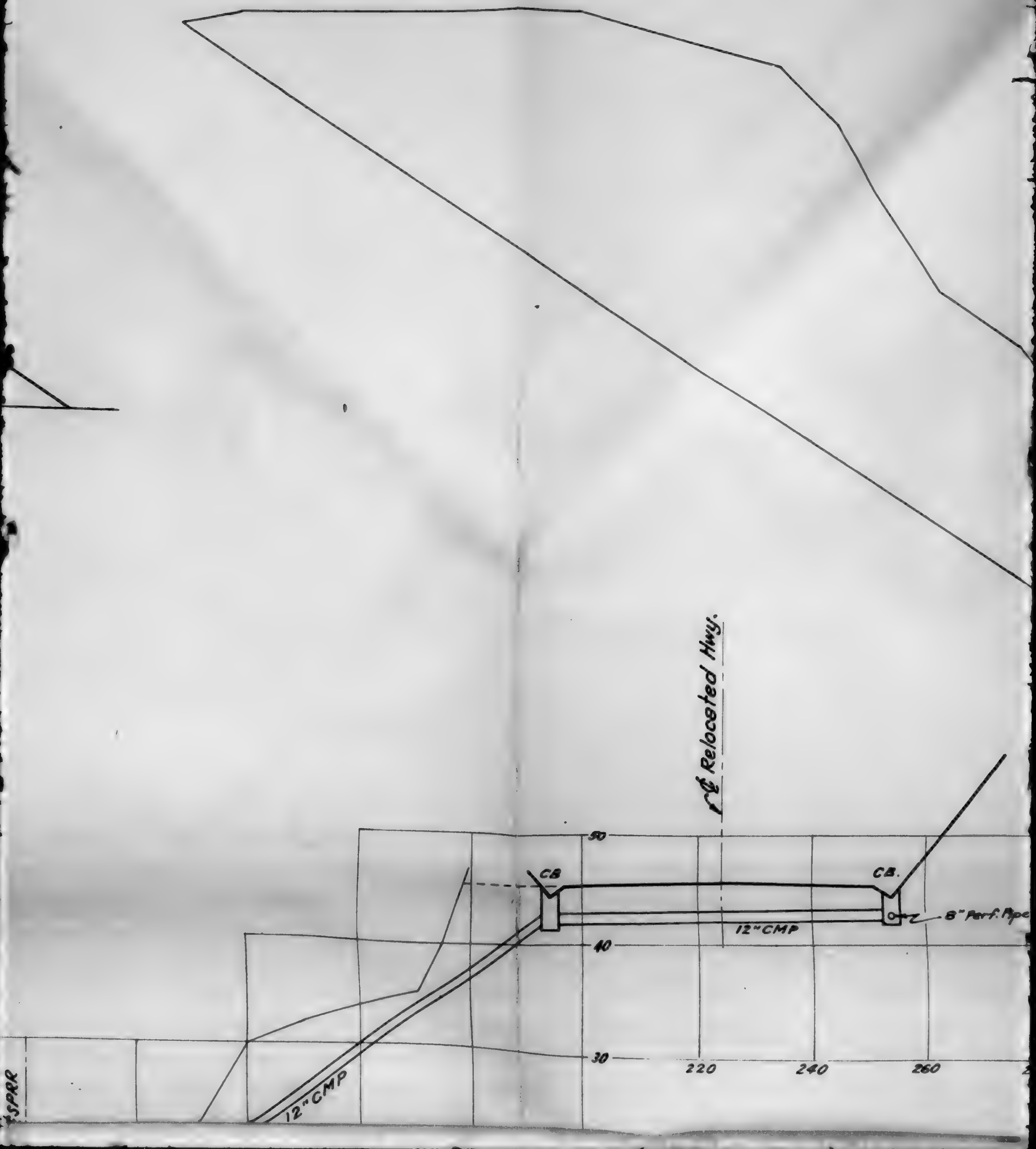

R.R. R/W
SP.R.R. PARKING AREA
℄
-0.7
174+50
414+60 R R Sta
0 R R Sta

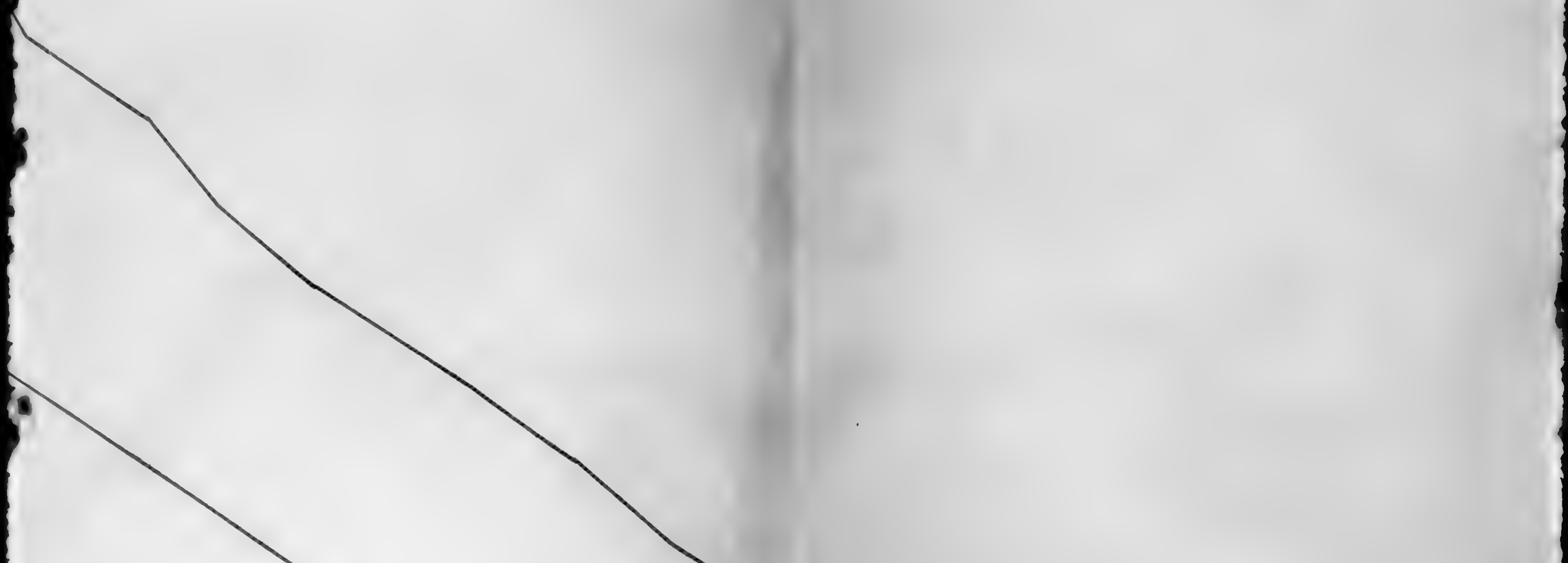
50 RR Sta
SPRR R/W

RR R/W

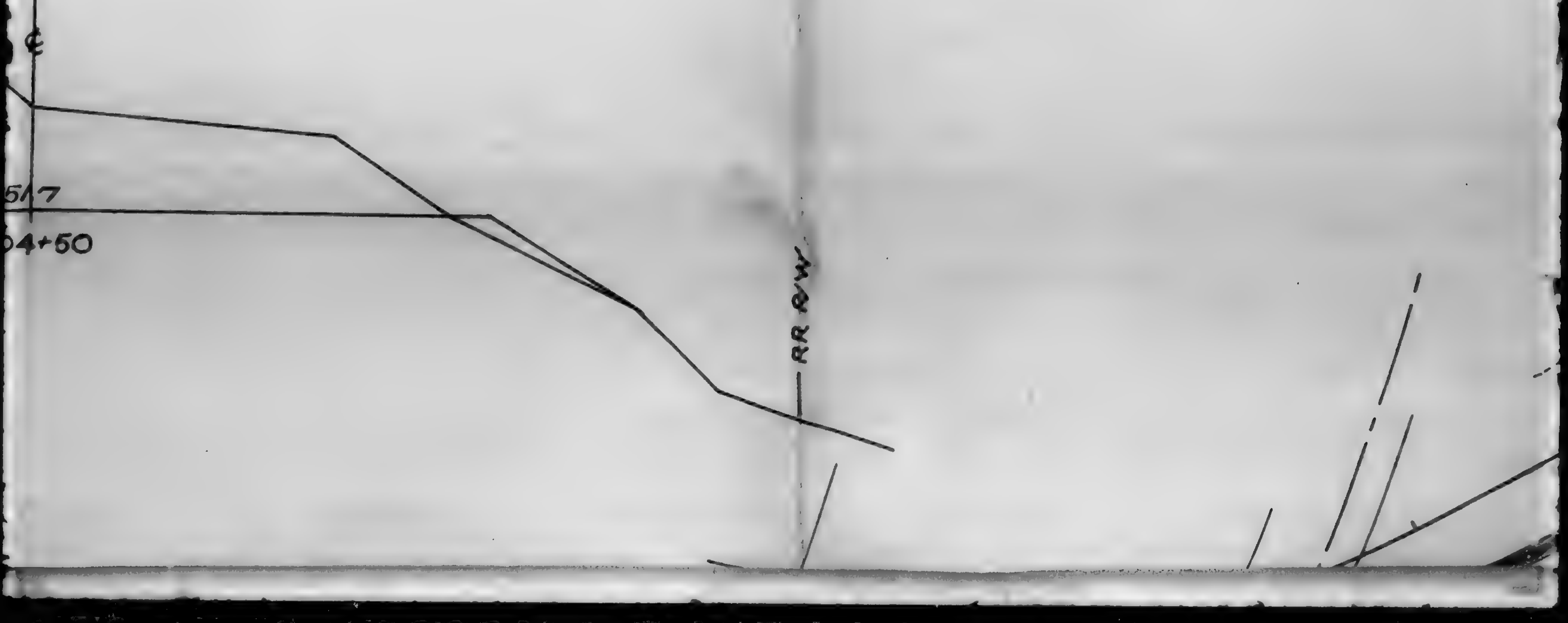

RR R/W
℄
+2.6
202+50


.6
02+50
SPRR

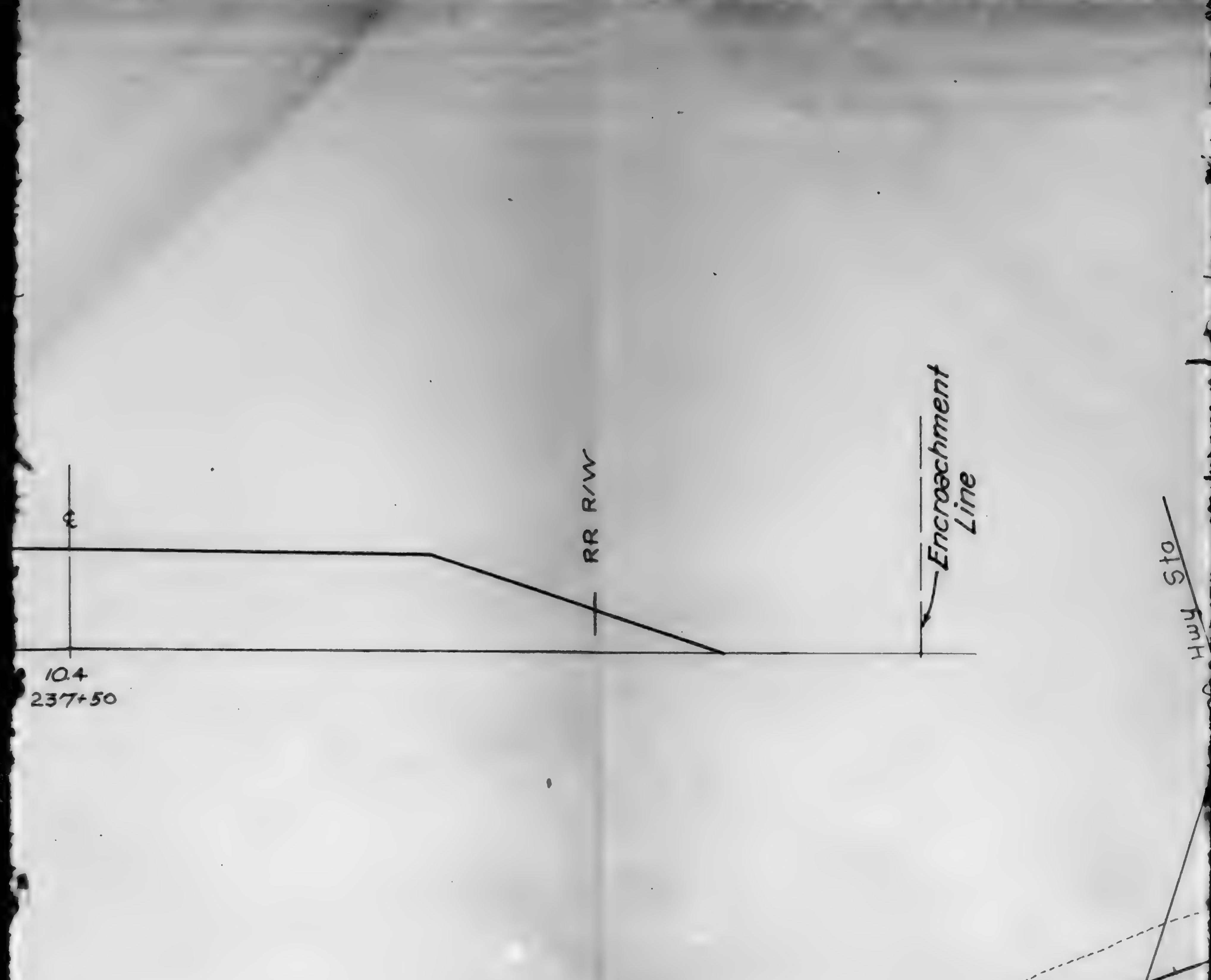

℄ Relocated Hwy.
50
CB
CB.
8" Perf. Pipe
12" CMP
40
30
220
240
260
12" CMP
℄ SPRR

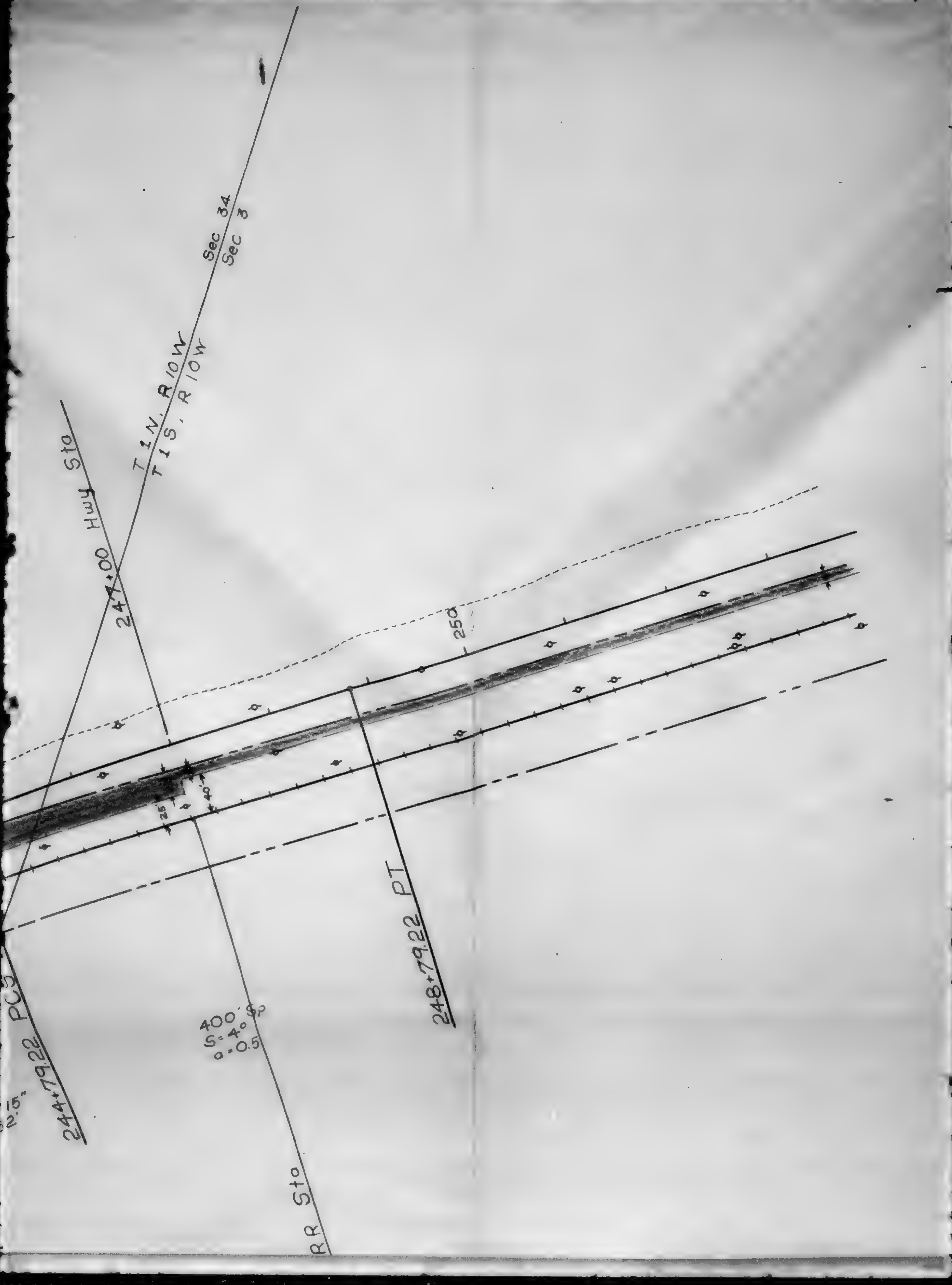

8" Perf. Pipe
60
280
℄
517
204+50

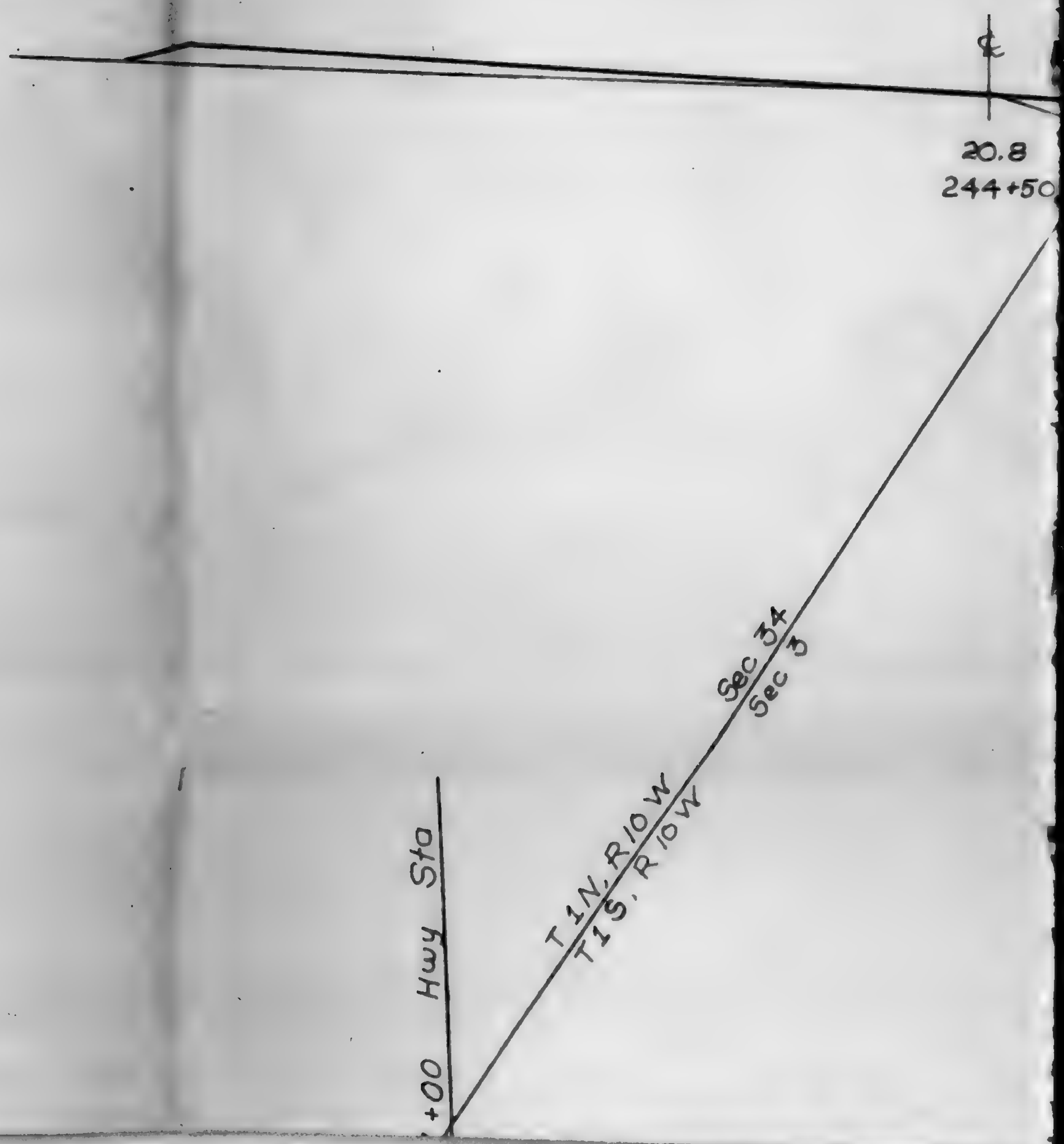
℄
10.4
237+5



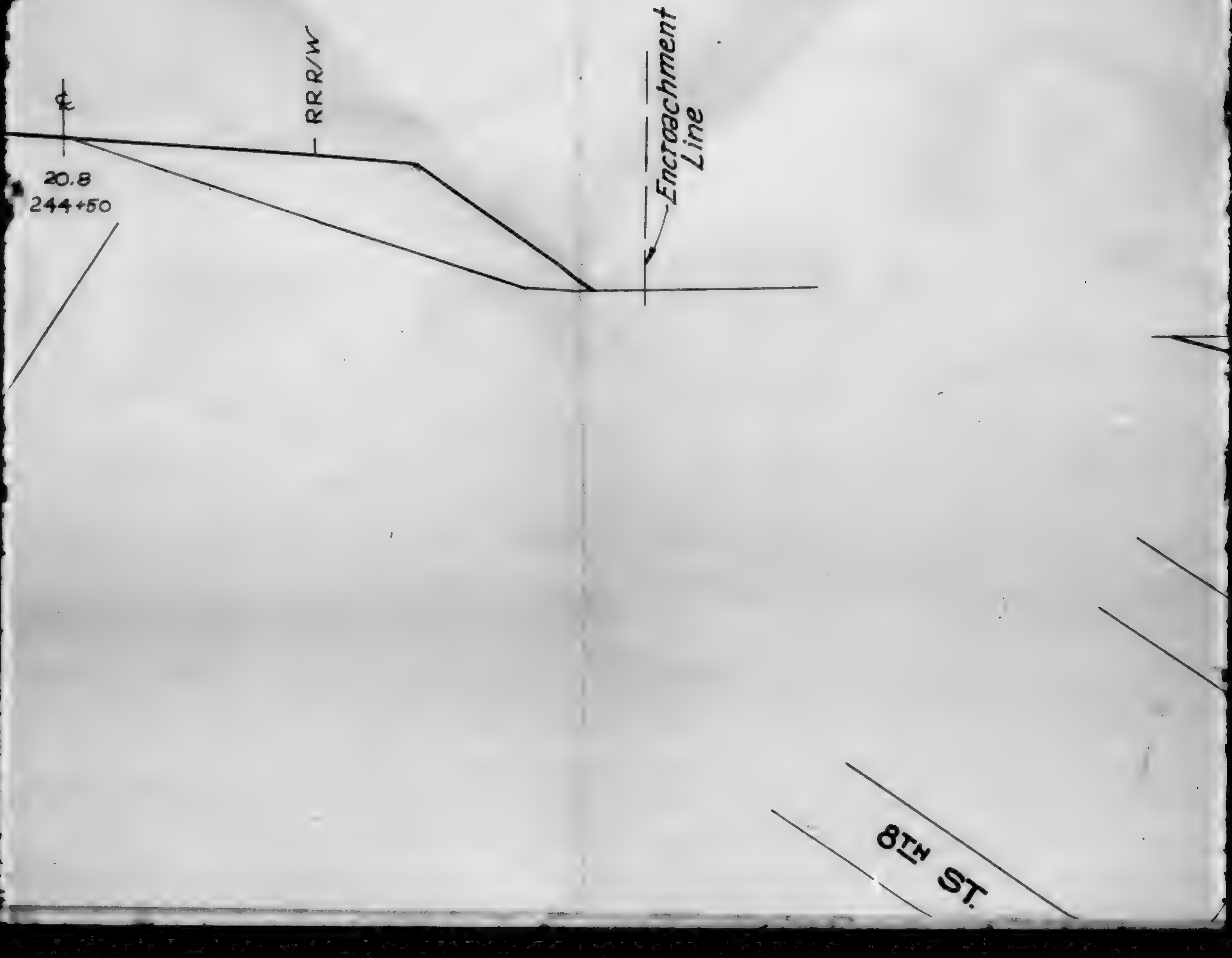
℄
51.7
04+50
RR R/W

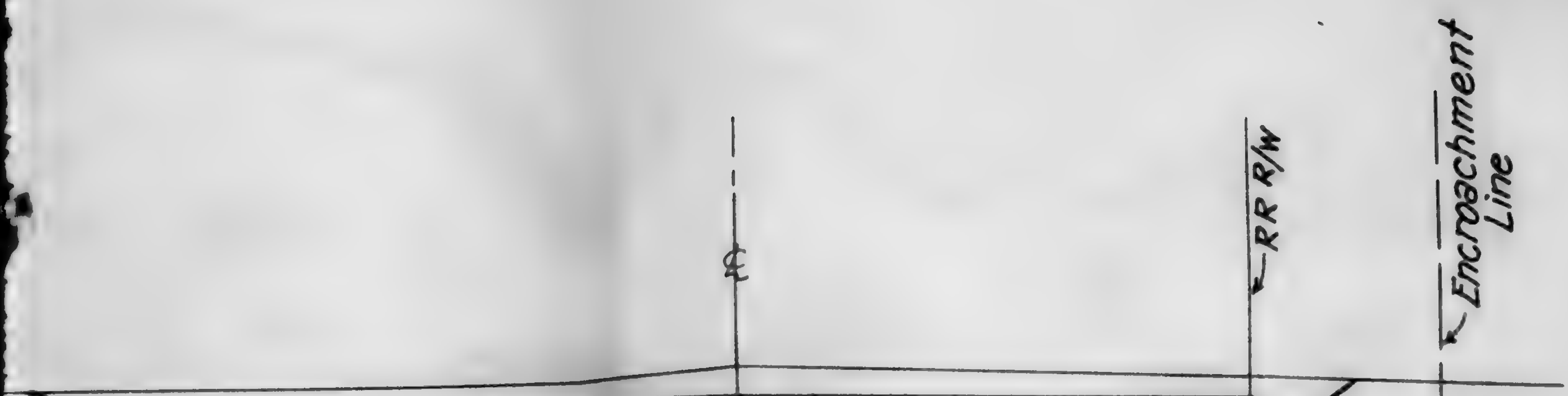

Encroachment Line
RR R/W
℄
10.4
237+50
Hwy Sta
Slope line
240
Encroachment Line
242+90.68 PSC
244+79.22 PCS
2° CR
Δ= 11°46'15"
Ts 495.52'
400' Sp
S=4°
10'
25'


Sec 34
Sec 3
T 1 N, R 10 W
T 1 S, R 10 W
247+00 Hwy Sta
250
25
40
248+79.22 PT
244+79.22 PCS
15
2.
400' Sp
S=4°
a=0.5
RR Sta



℄
20.8
244+50
Sec 34
Sec 3
T1N, R10W
T1S, R10W
Hwy Sta
+00


℄
RR R/W
Encroachment Line
20.8
244+50
8TH ST.


℄
263+00
RR R/W
Encroachment Line
ST.
LAMOOK

# OREGON STATE HIGHWAY DEPARTMENT

## GARIBALDI - BAY CITY SECTION

## OREGON COAST HIGHWAY

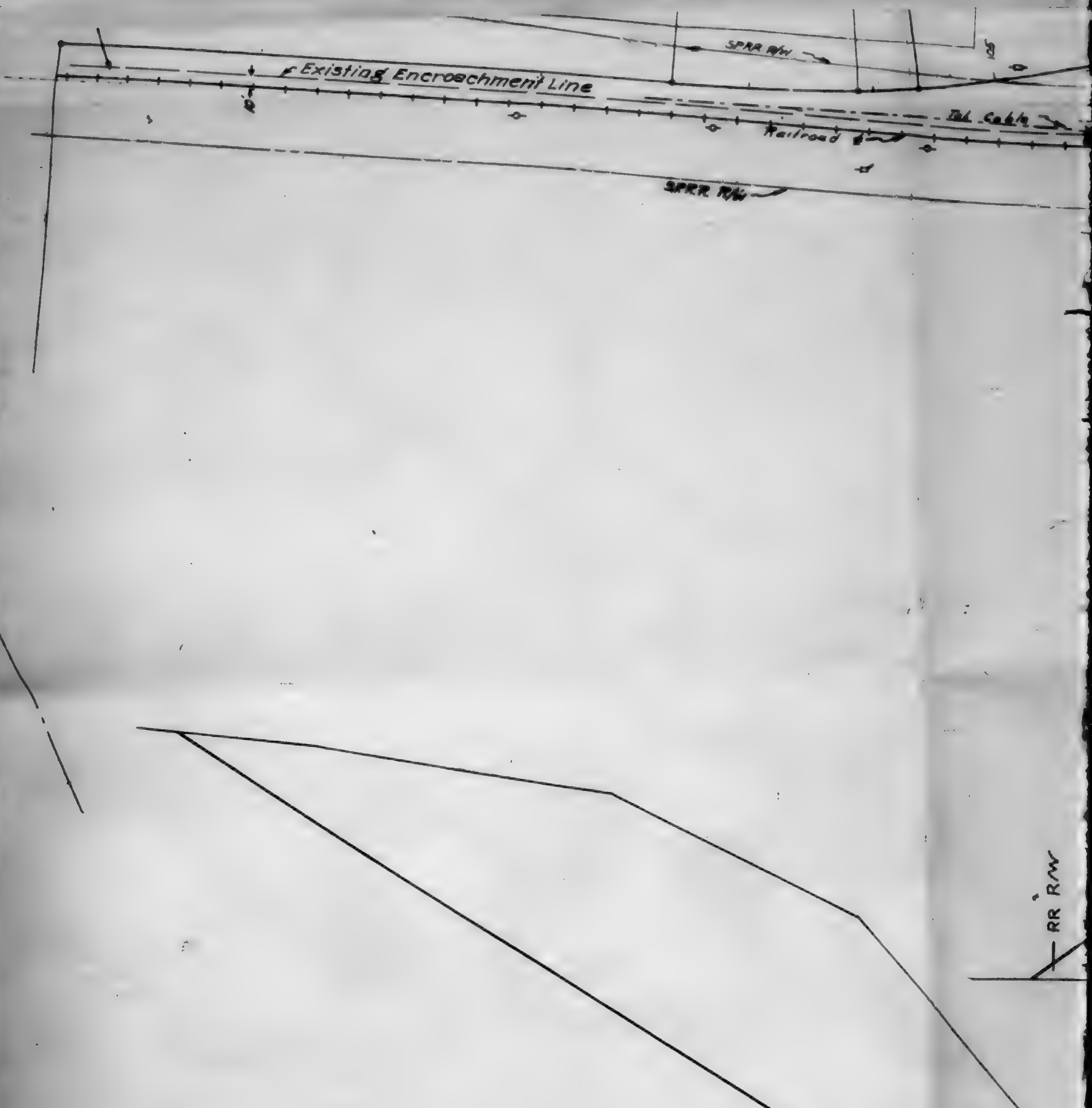
TILLAMOOK COUNTY ~~MAY 1960~~
Revised Feb. 1961

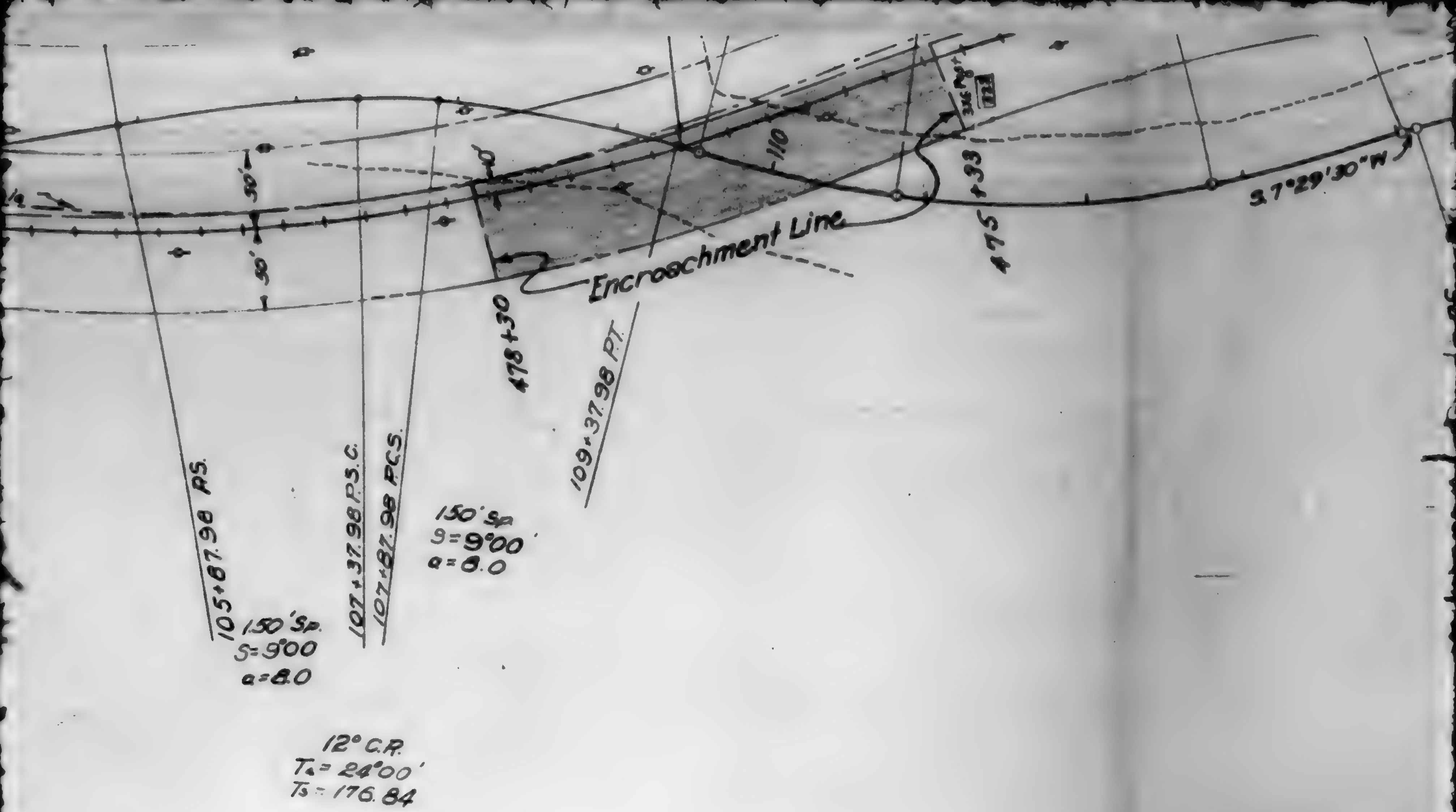
HIGHWAY ENCROACHMENT ON SOUTHERN PACIFIC
RAILROAD RIGHT OF WAY

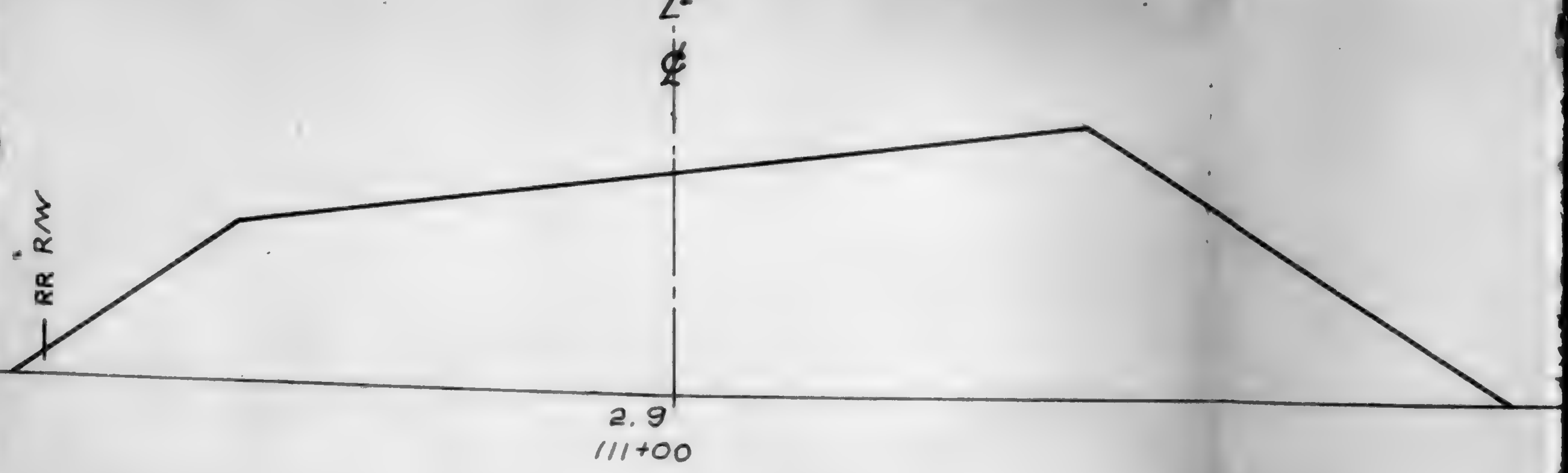
SCALE 1" = 100'

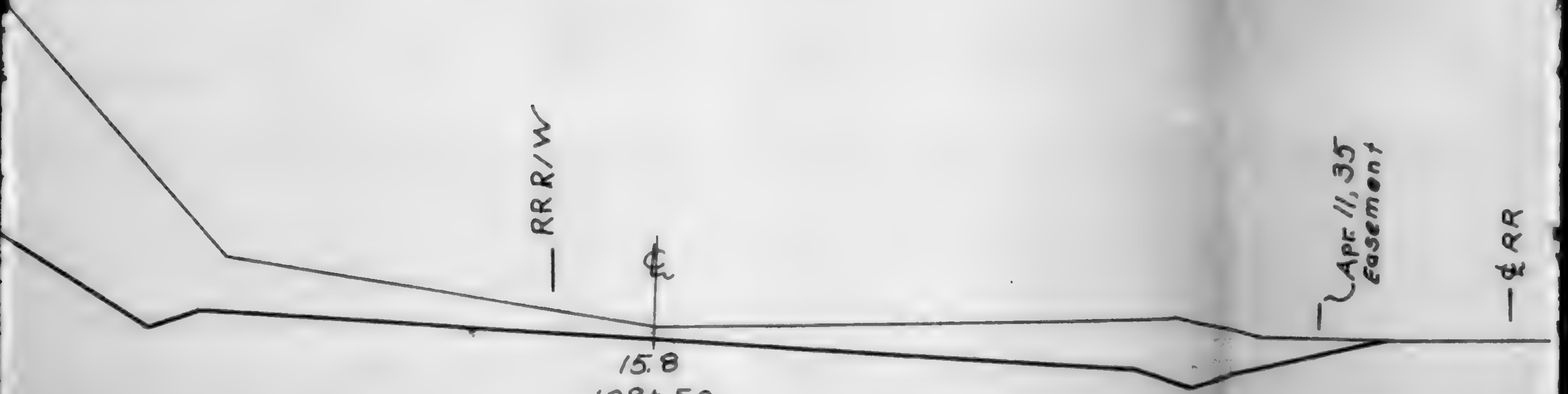
SEE 8B-19-12 For R/W

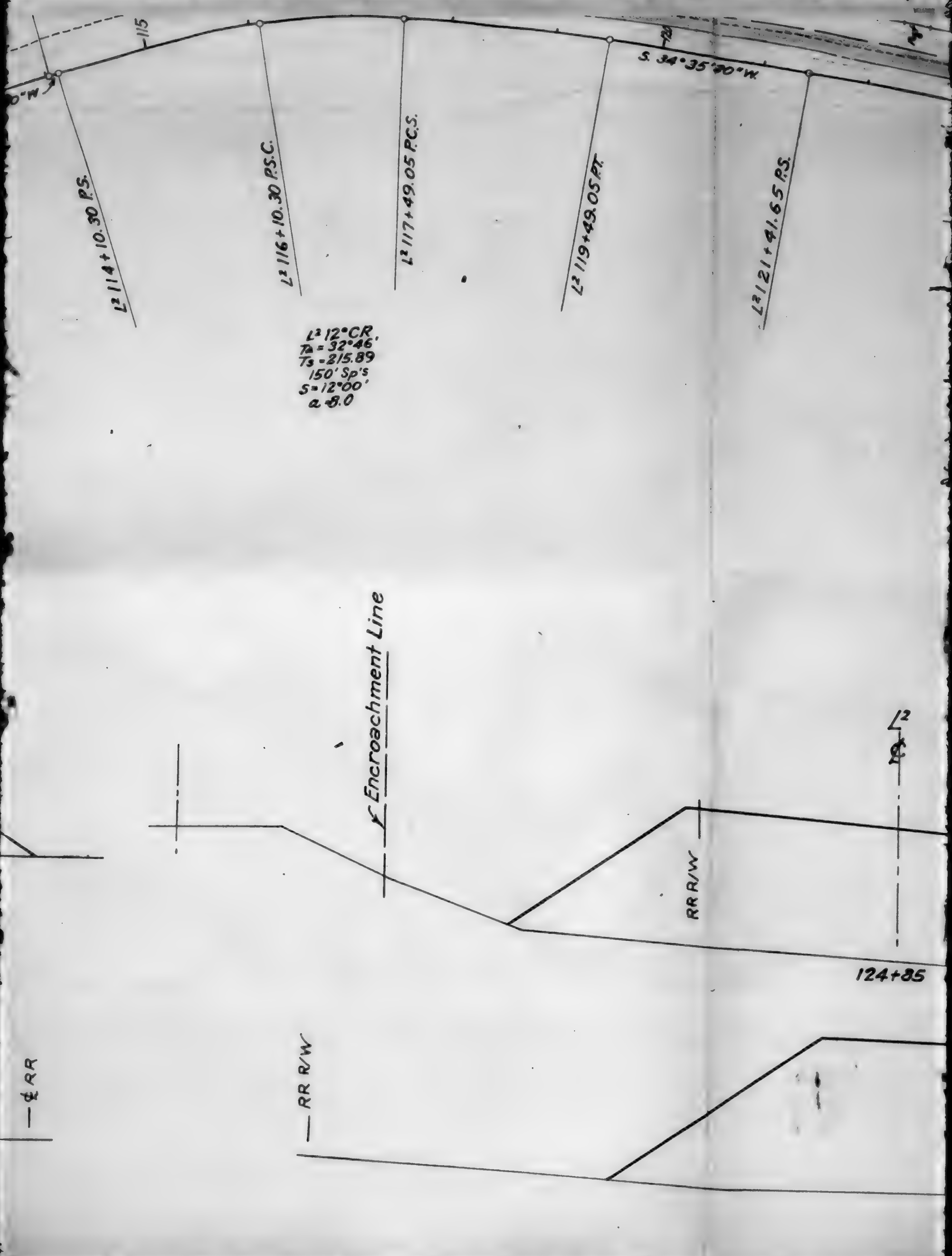
**DWG. No. 8B-21-4**


SPRR R/W
Existing Encroachment Line
Tel. Cable
Railroad
SPRR R/W
RR R/W

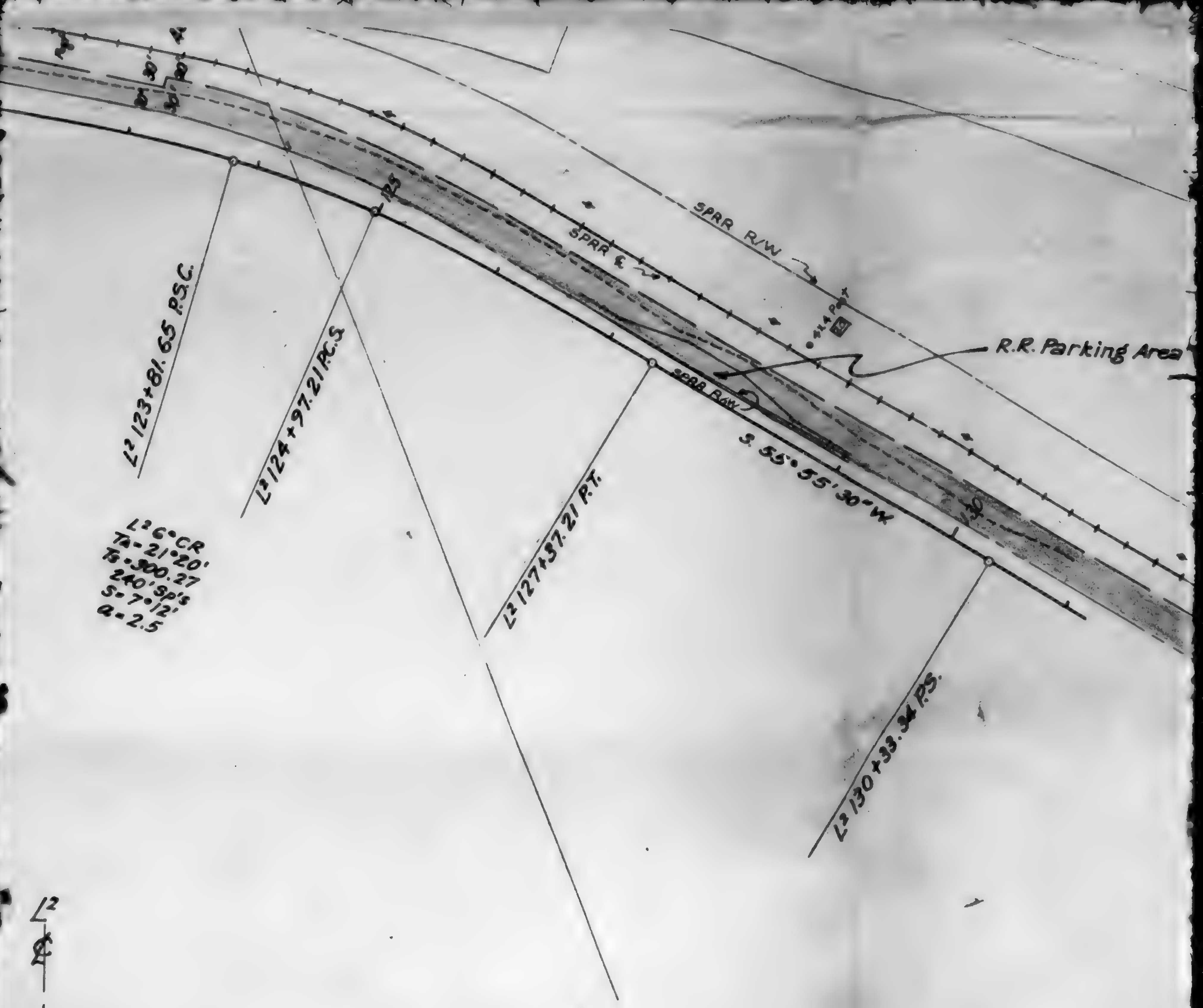

30'
30'
110
S.7°29'30"W
Encroachment Line
478+30
475+33
109+37.98 P.T.
105+87.98 P.S.
107+37.98 P.S.C.
107+87.98 P.C.S.
150' Sp.
S=9°00'
a=8.0
150' Sp.
S=9°00
a=8.0
12° C.R.
T∆=24°00'
Ts=176.84

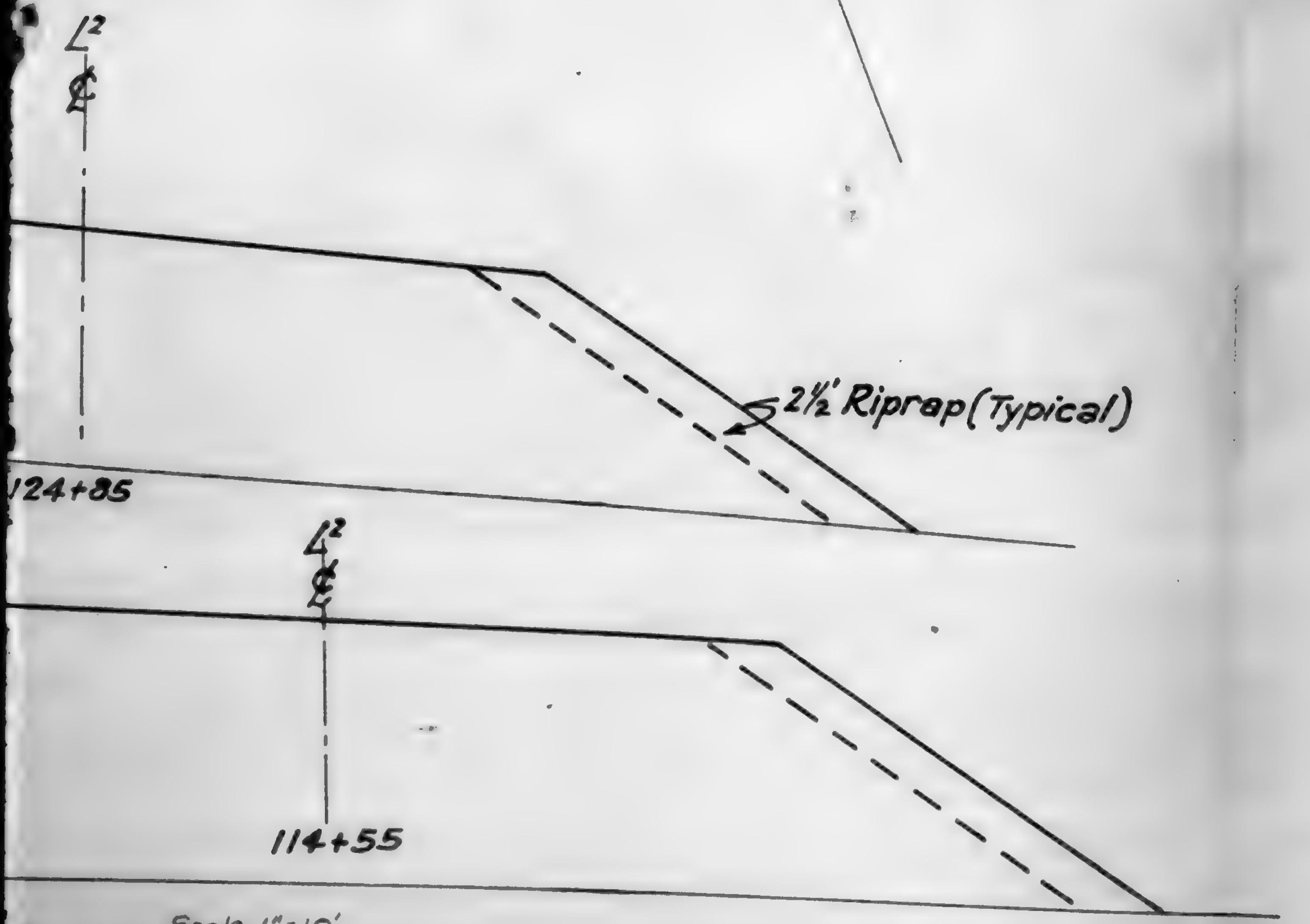

L²
℄
RR R/W
2.9
111+00


RR R/W
℄
Apr. 11, 35 Easement
℄ RR
15.8
108+50

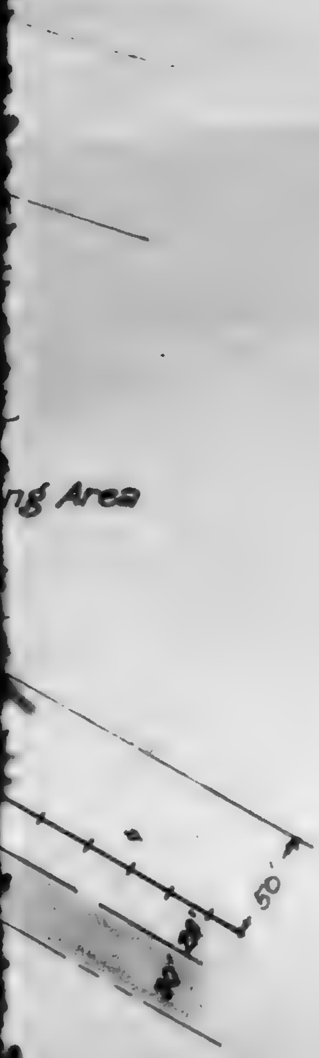


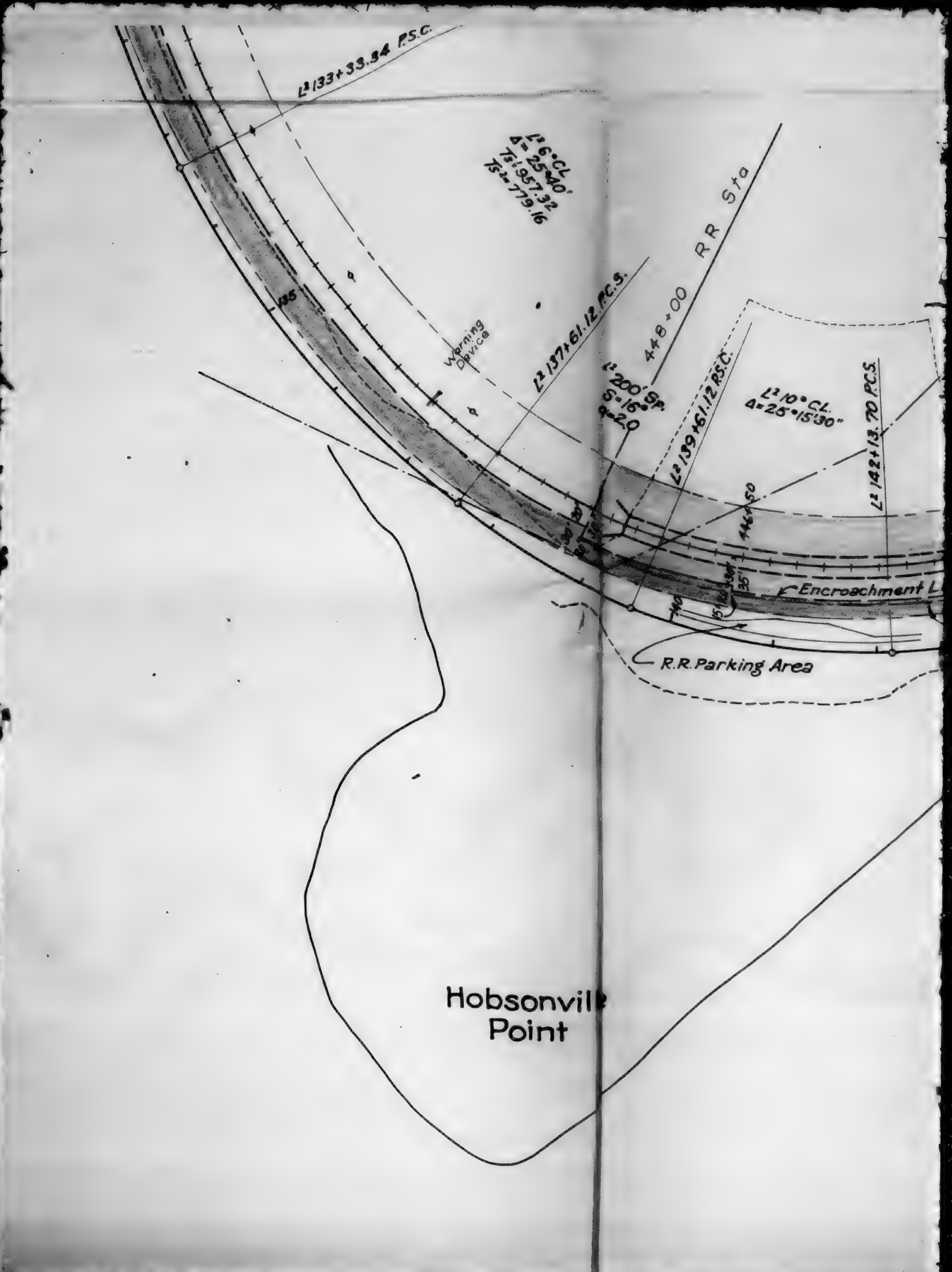
0" W
115
120
S. 34°35'30" W.
L² 114+10.30 P.S.
L² 116+10.30 P.S.C.
L² 117+49.05 P.C.S.
L² 119+49.05 P.T.
L² 121+41.65 P.S.
L² 12° CR.
Ta = 32°46'
Ts = 215.89
150' Sp's
S = 12°00'
a = 8.0
Encroachment Line
L² ℄
RR R/W
124+85
℄ RR
RR R/W

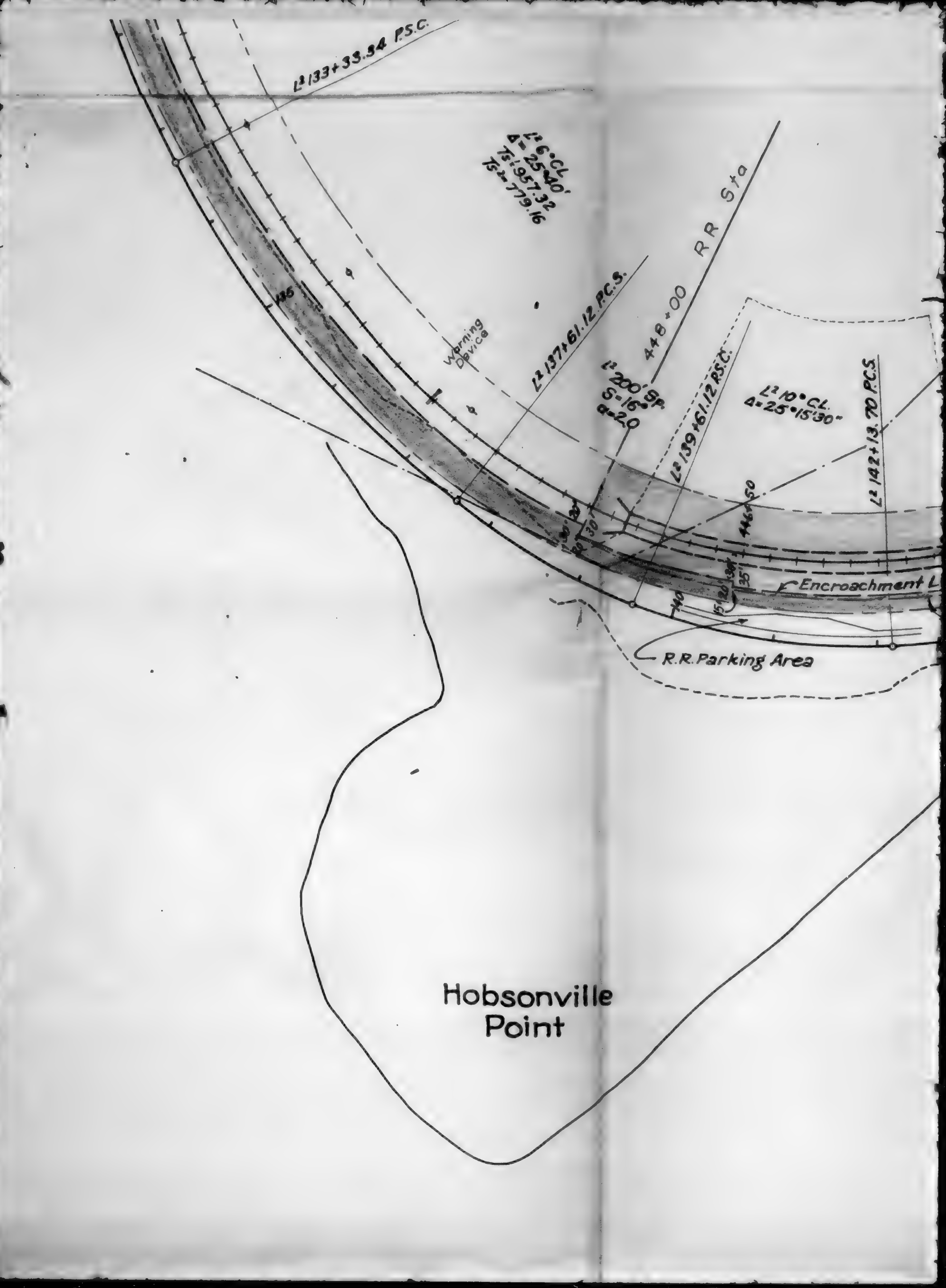

SPRR R/W
SPRR ℄
R.R. Parking Area
SPRR R/W
S. 55°55'30"W
L² 123+81.65 P.S.C.
L² 124+97.21 P.C.S
L² 127+37.21 P.T.
L² 130+33.34 P.S.
L² 6°CR
Ta-21°20'
Ts-300.27
240' Sp's
S-7°12'
a-2.5

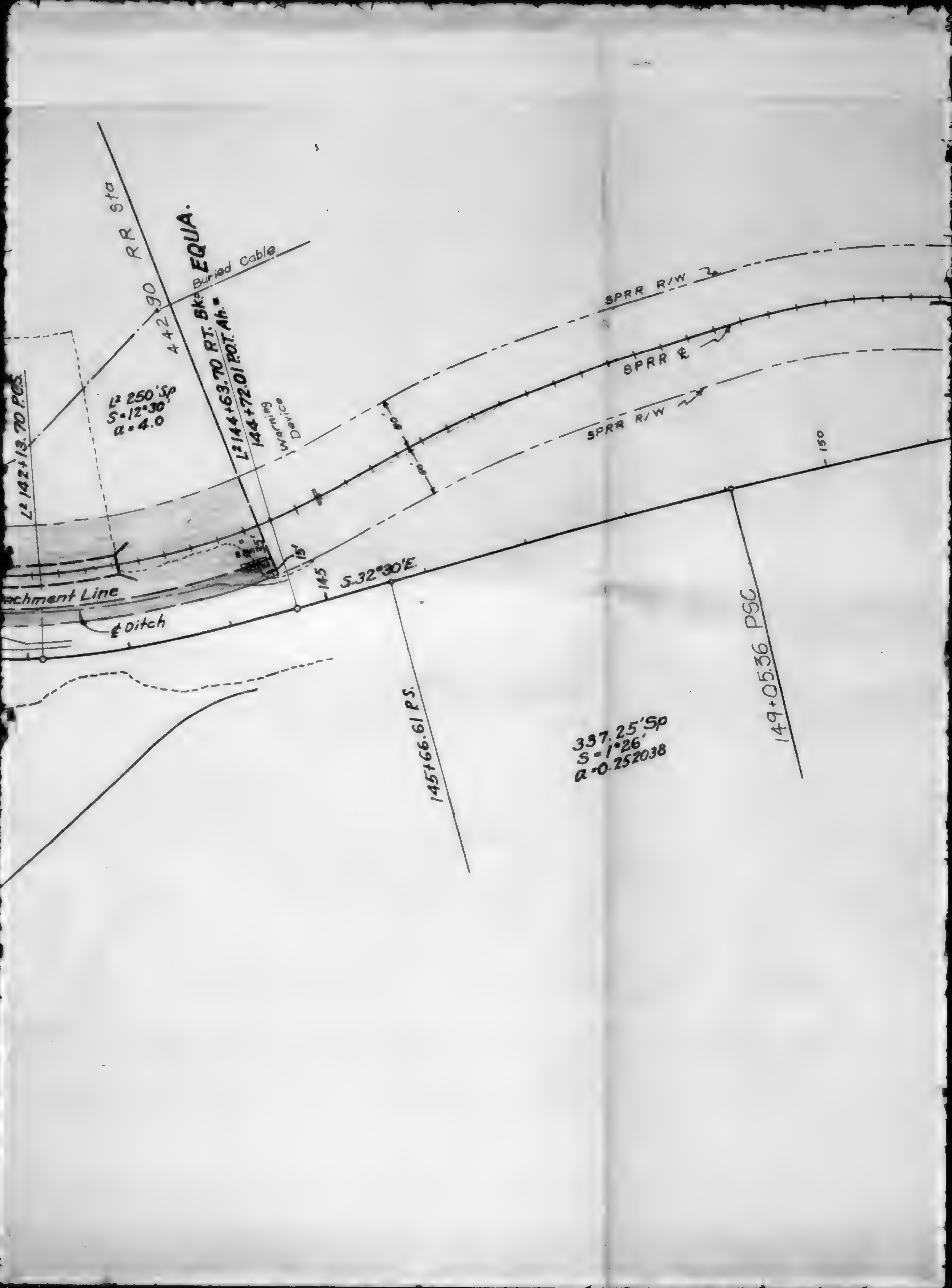

L²
℄
124+85
2½' Riprap (Typical)
L²
℄
114+55

Scale 1"=10'

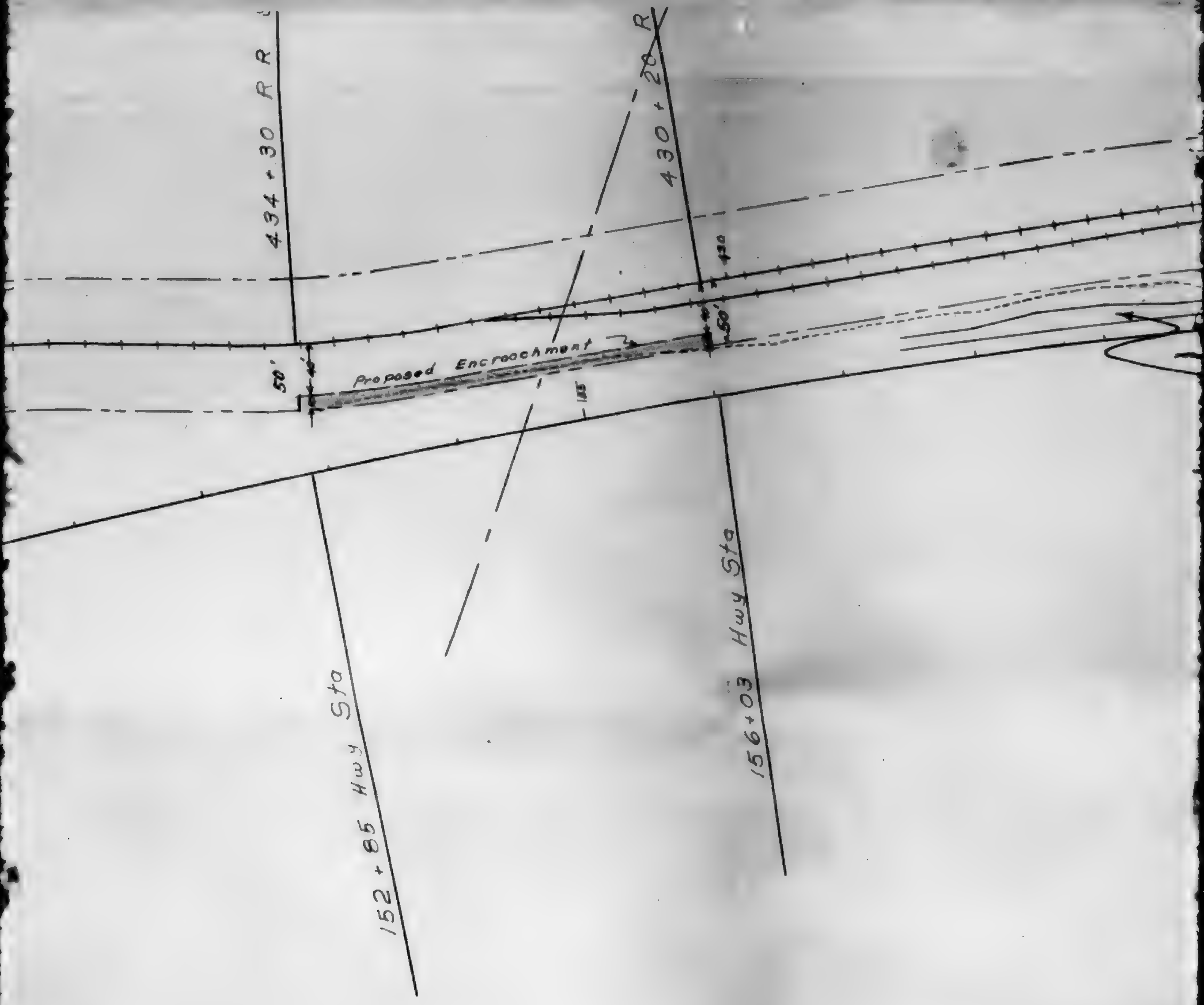

ng Area
50'

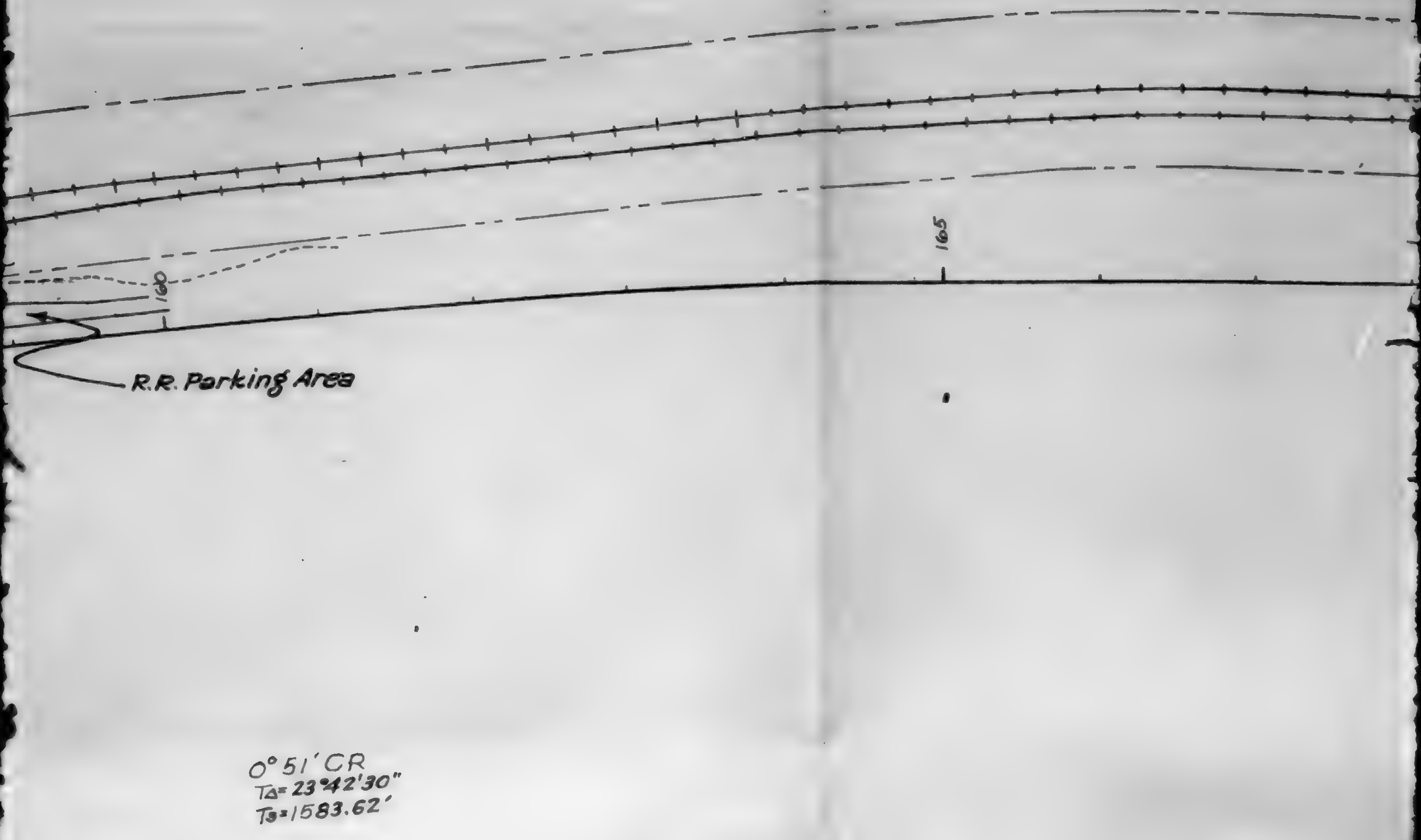

L² 133+33.34 P.S.C.
L² 6° CL
Δ= 25°40'
Ts₁=957.32
Ts₂=779.16
448+00 RR Sta
135
Warning Device
L² 137+61.12 P.C.S.
L² 200' Sp.
S=16°
a=2.0
L² 139+61.12 P.S.C.
L² 10° CL.
Δ=25°15'30"
L² 142+13.70 P.C.S.
446+50
140
35'
Encroachment L
R.R. Parking Area
Hobsonville Point

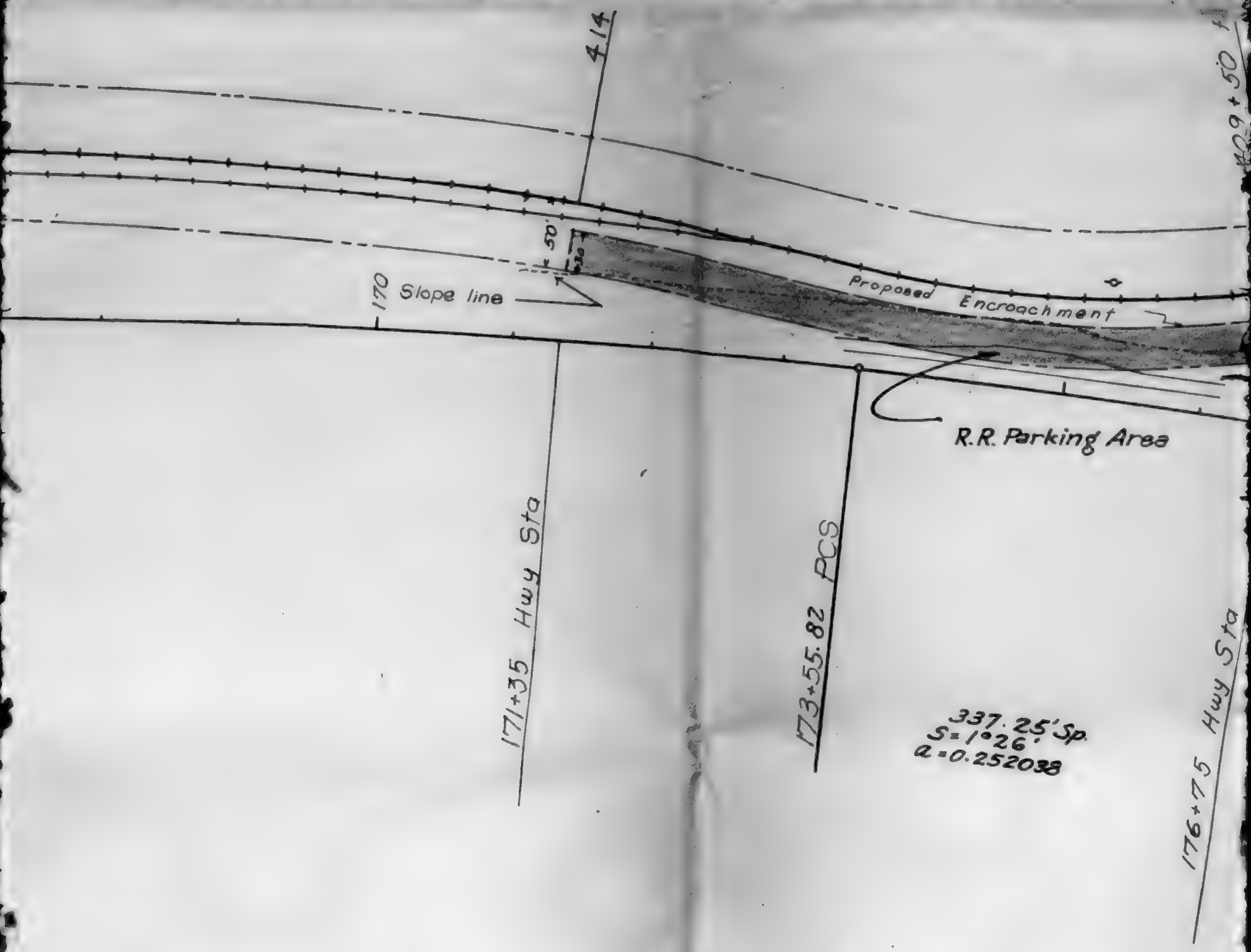

L² 133+33.34 P.S.C.
L² 6° CL.
Δ= 25°40'
Ts=957.32
Ts=779.16
RR Sta
448+00
136
Warning Device
L² 137+61.12 P.C.S.
L² 200' Sp.
S=16°
a=2.0
L² 139+61.12 P.S.C.
L² 10° CL.
Δ=25°15'30"
L² 142+13.70 P.C.S.
446+50
20
30
30'
20
140
30'
35'
20
15
Encroachment L
R.R. Parking Area
Hobsonville Point

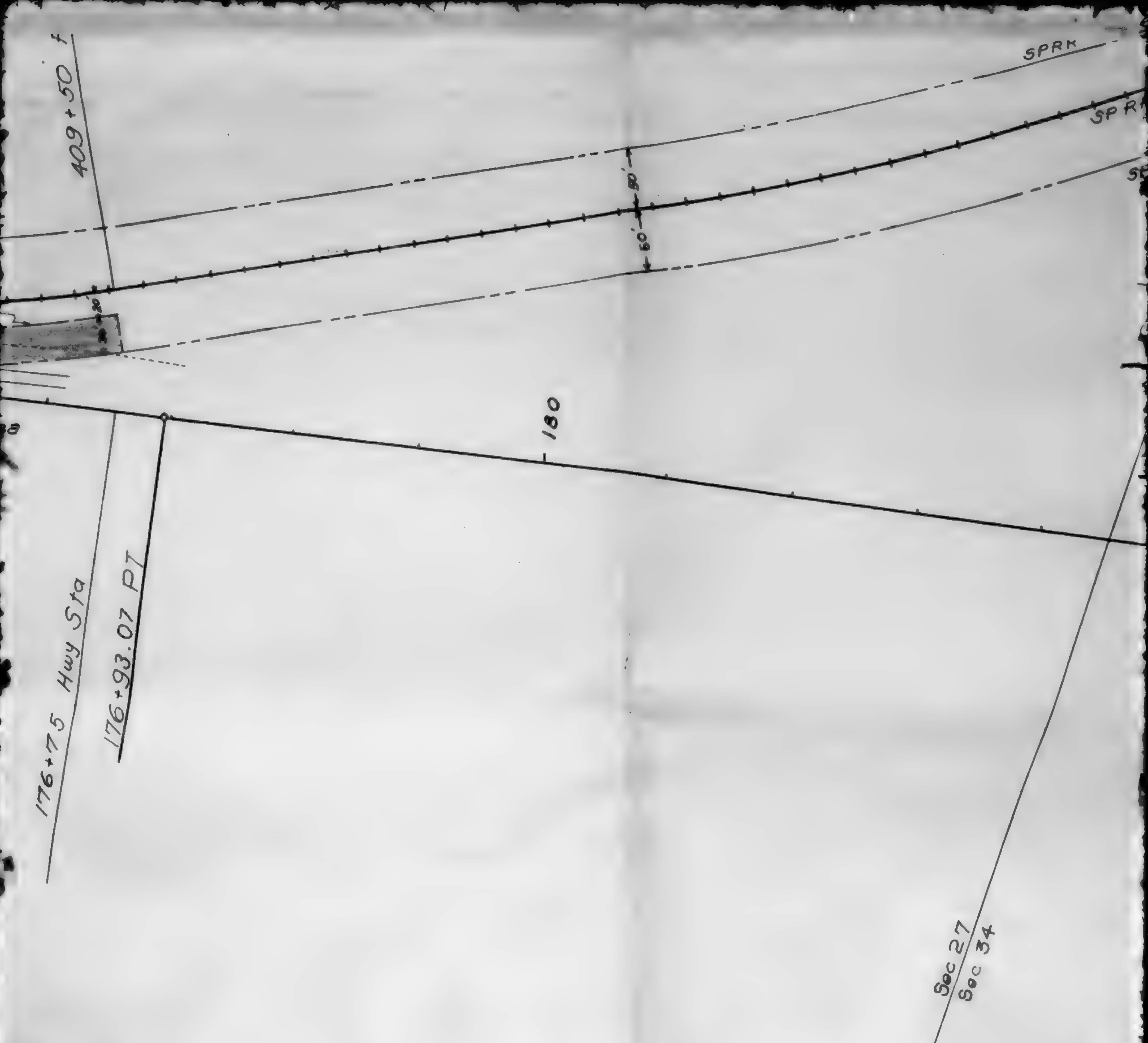


RR Sta 442+90
Buried Cable
EQUA.
L² 144+63.70 P.T. Bk. =
144+72.01 P.O.T. Ah. =
L² 142+13.70 P.C.S.
L² 250' Sp
S = 12°30'
a = 4.0
Warning Device
35'
15'
SPRR R/W
SPRR ℄
SPRR R/W
80
80
145
S.32°30'E.
150
achment Line
℄ Ditch
145+66.61 P.S.
149+05.36 PSC
337.25' Sp
S = 1°26'
a = 0.252038

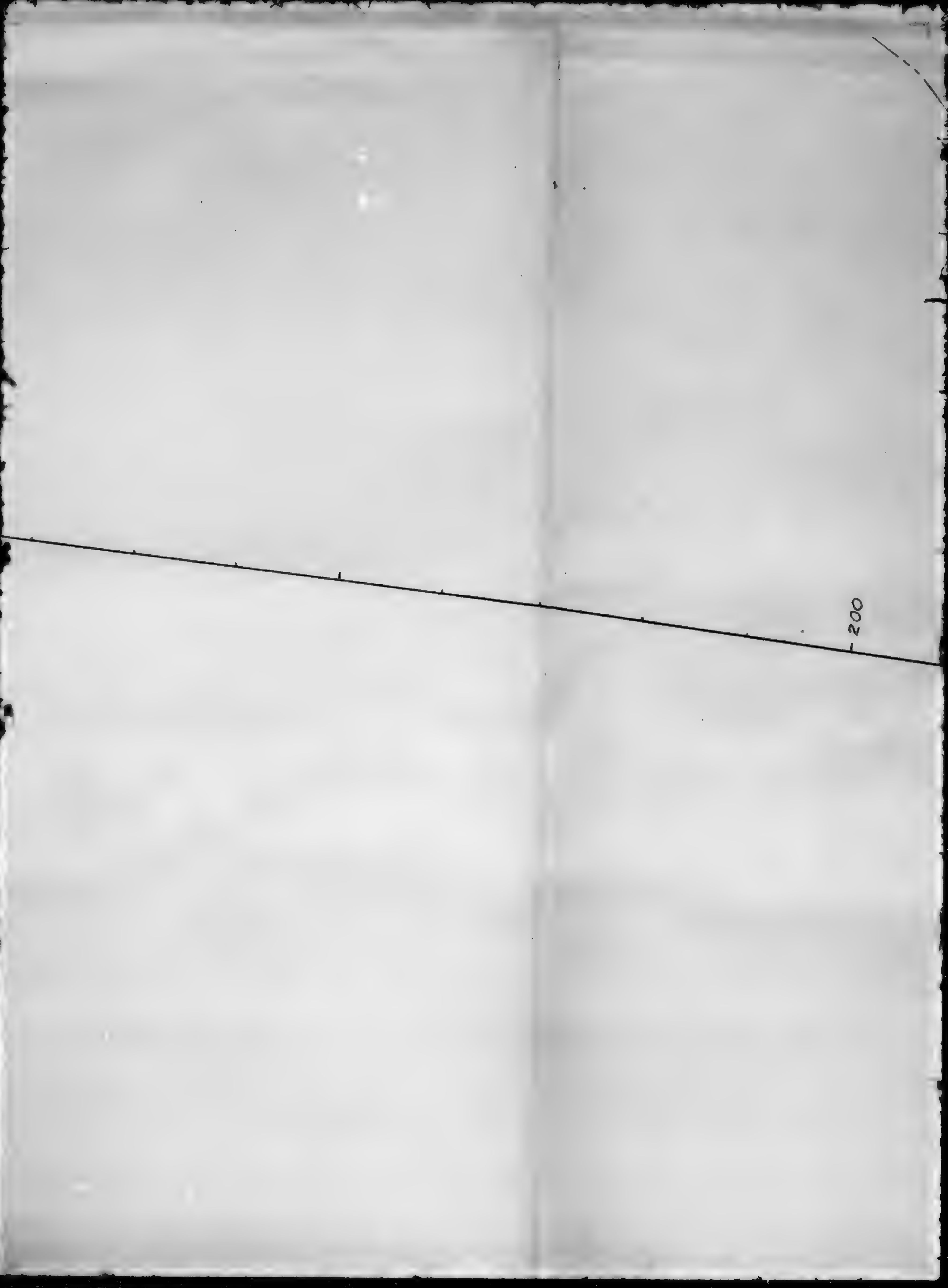

434+30 RR
430+20 RR
430
50'
50'
Proposed Encroachment
155
152+85 Hwy Sta
156+03 Hwy Sta

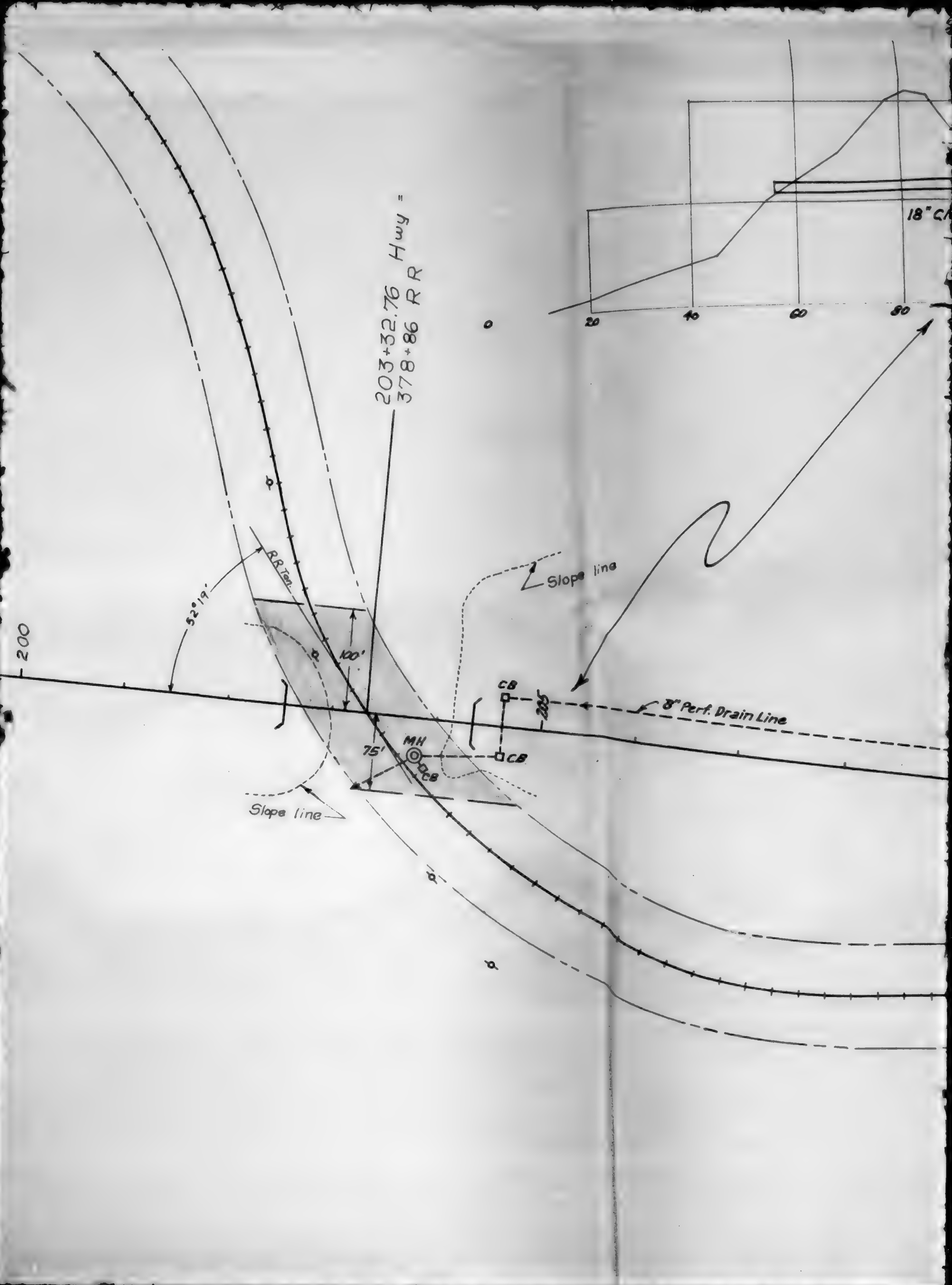

165
160
R.R. Parking Area
0°51' CR
TΔ= 23°42'30"
Ts=1583.62'

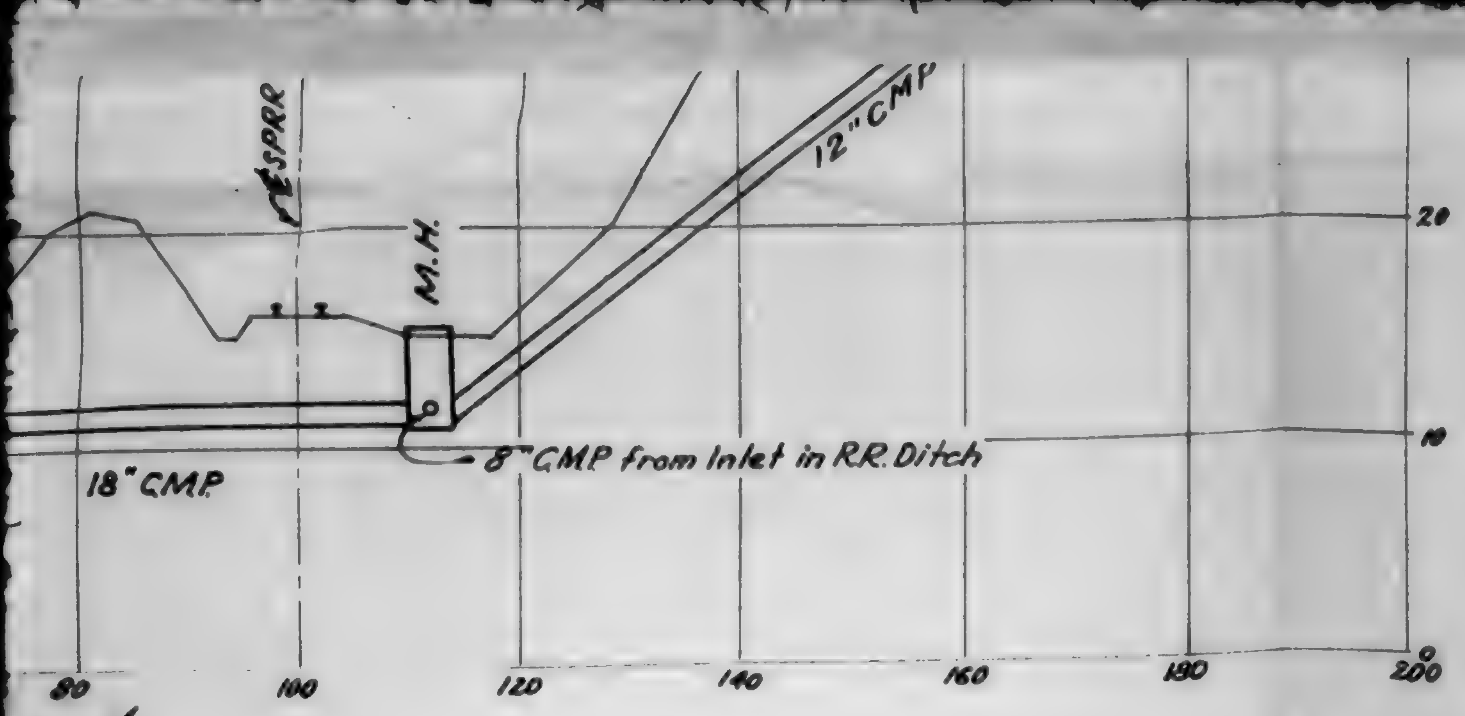

414
409+50
50'
30
170
Slope line
Proposed Encroachment
R.R. Parking Area
171+35 Hwy Sta
173+55.82 PCS
176+75 Hwy Sta
337.25' Sp.
S=1°26'
a=0.252038


409+50 ±
SPRR
SPRR
50'
60'
20
180
176+75 Hwy Sta
176+93.07 PT
Sec 27
Sec 34

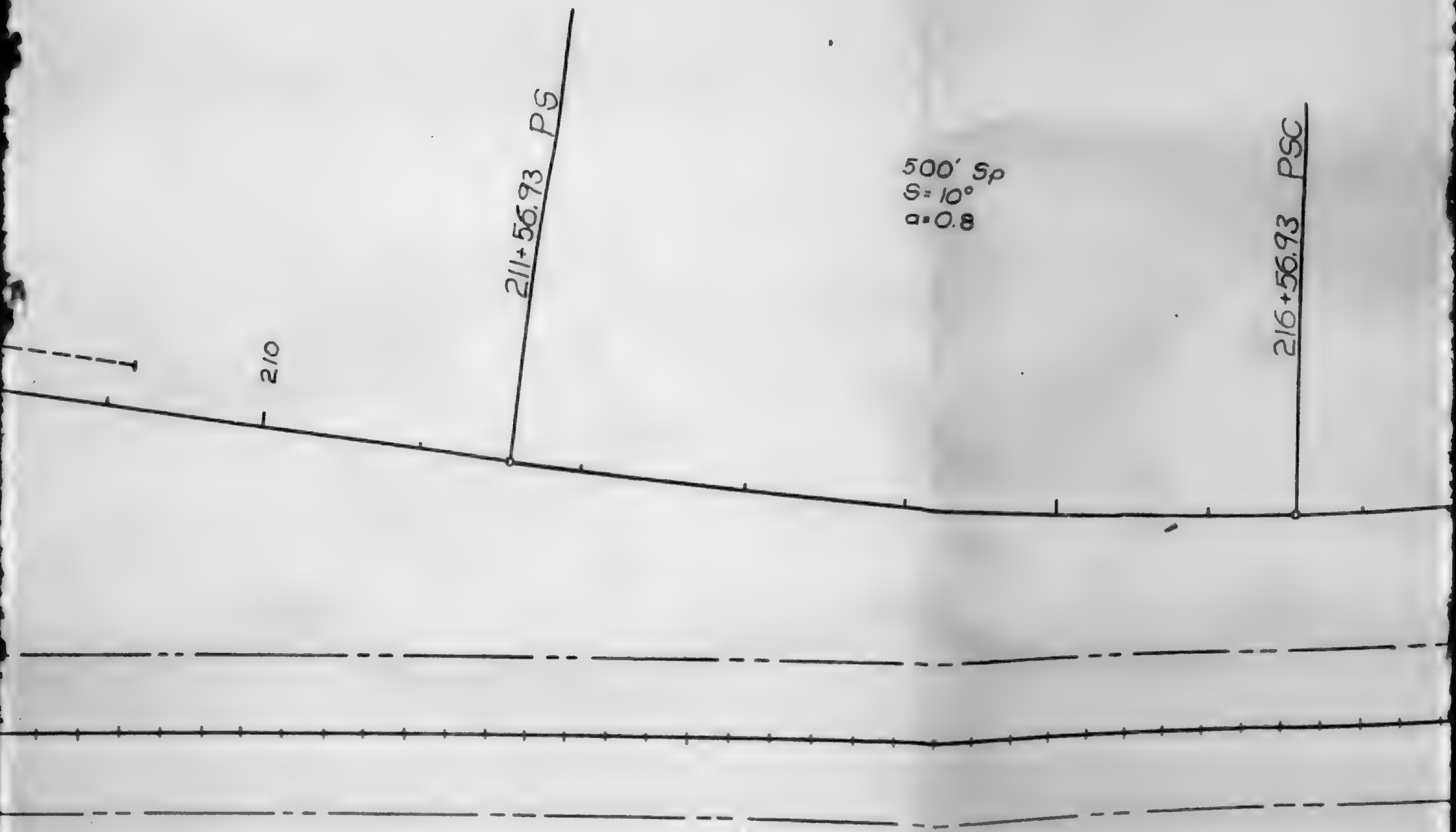
SPRR
SPRR ℄
SPRR R/W
190

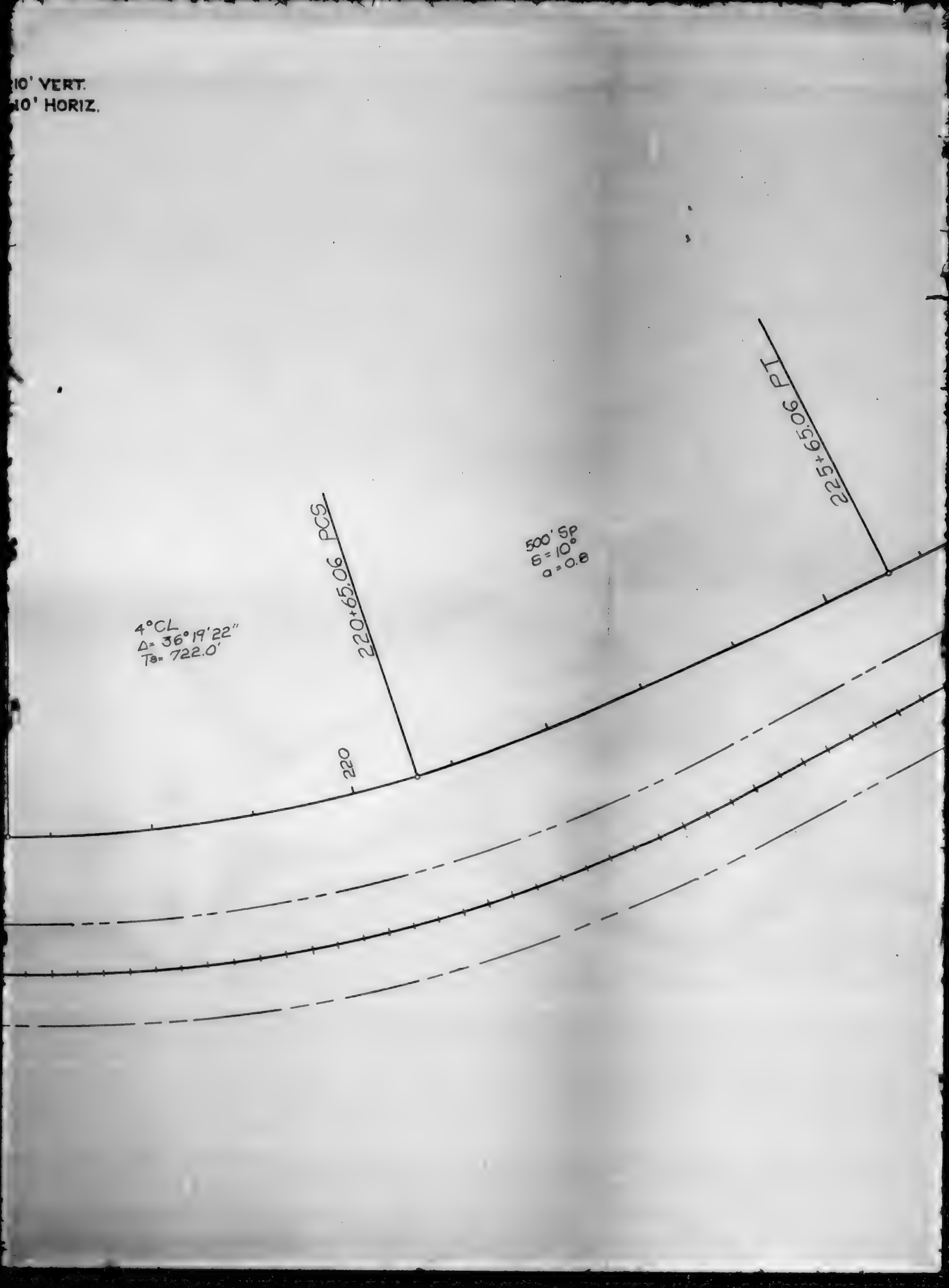

200

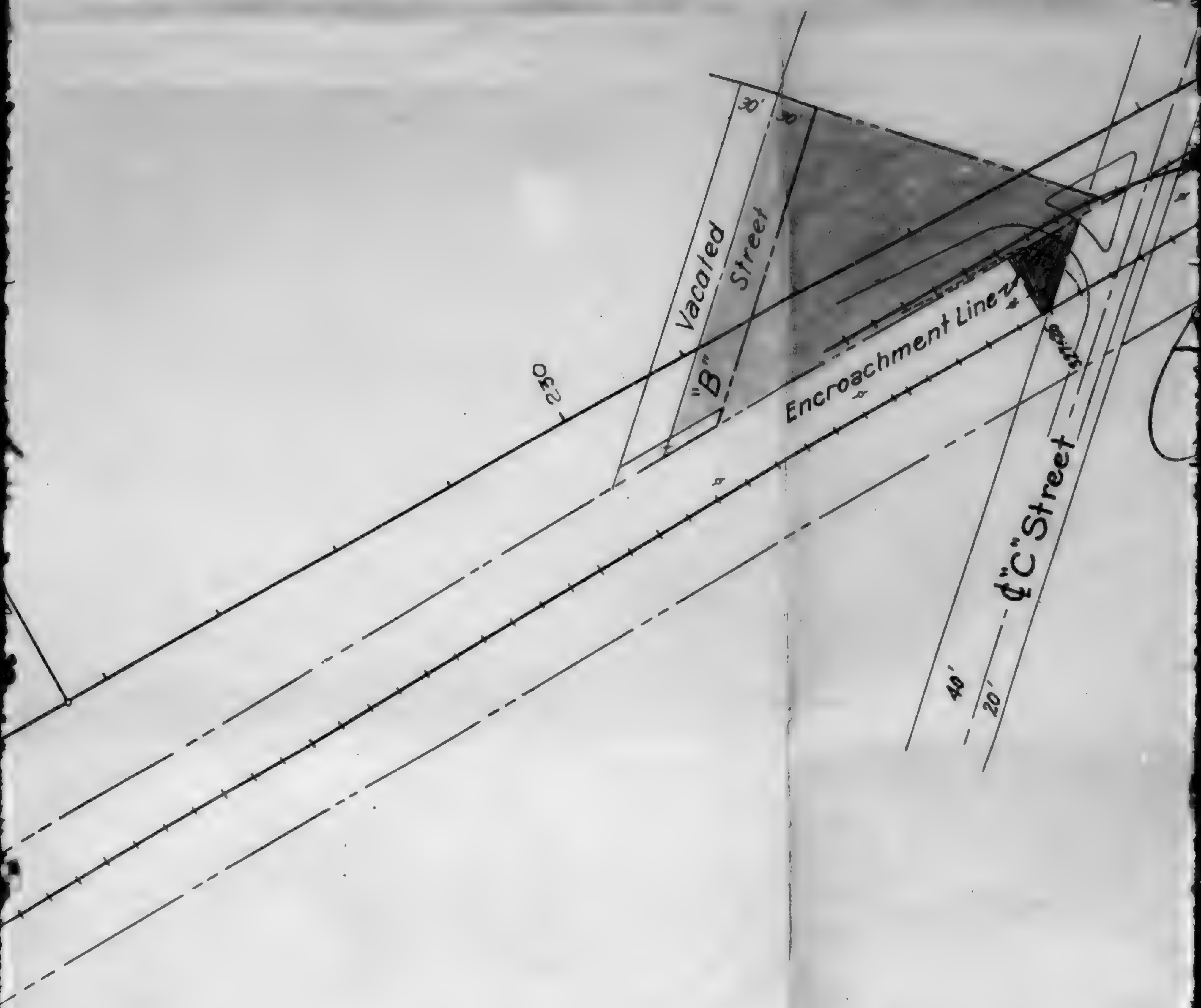

203+32.76 Hwy =
378+86 RR
0
20
40
60
80
18" C
RR Tan.
52°19'
100'
200
Slope line
CB
205
8" Perf. Drain Line
MH
CB
CB
75'
Slope line

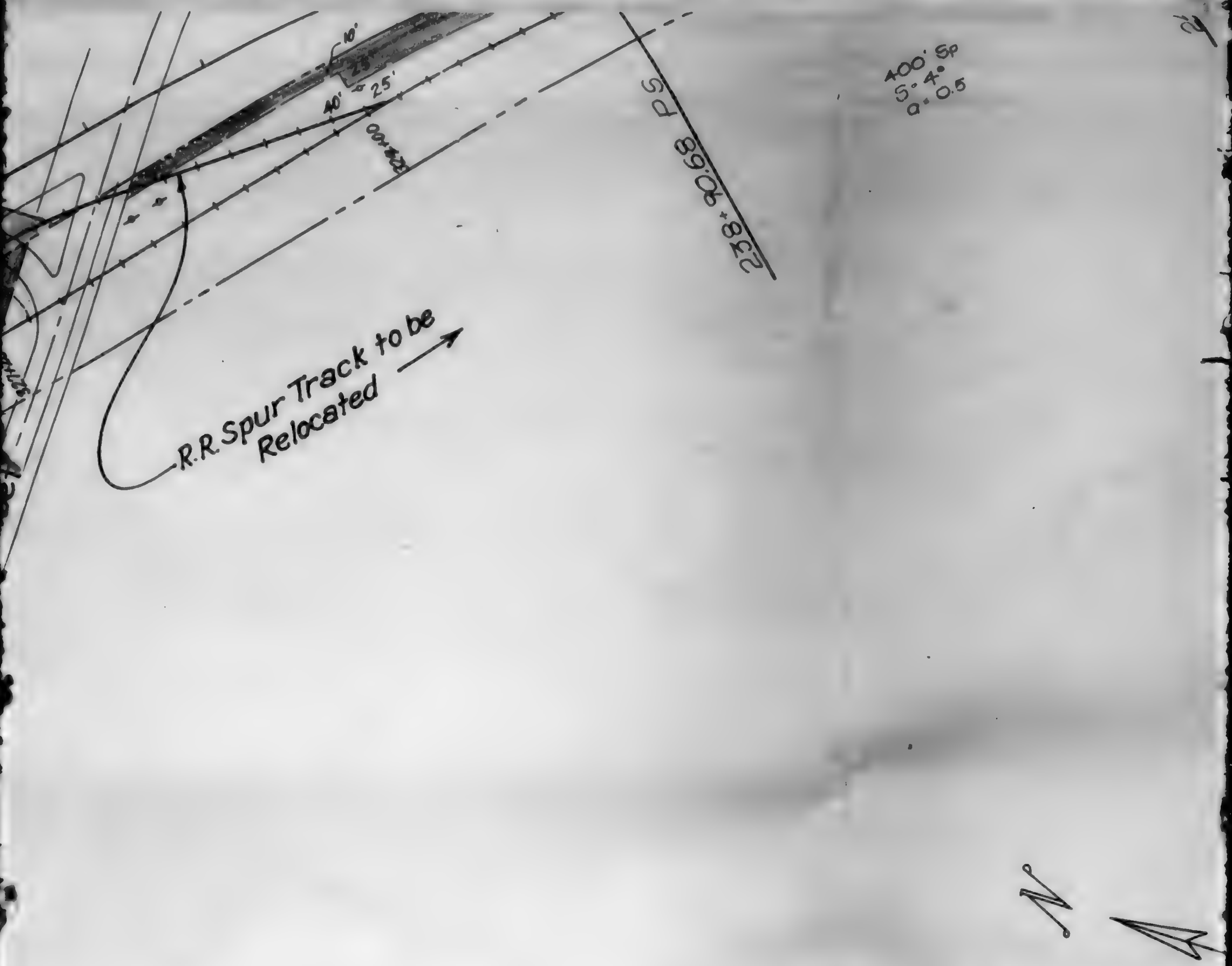

12" CMP
SPRR
M.H.
8" CMP from Inlet in R.R. Ditch
18" CMP
20
10
0
80
100
120
140
160
180
200

SCALE: 1" = 10' VERT.
1" = 10' HORIZ.

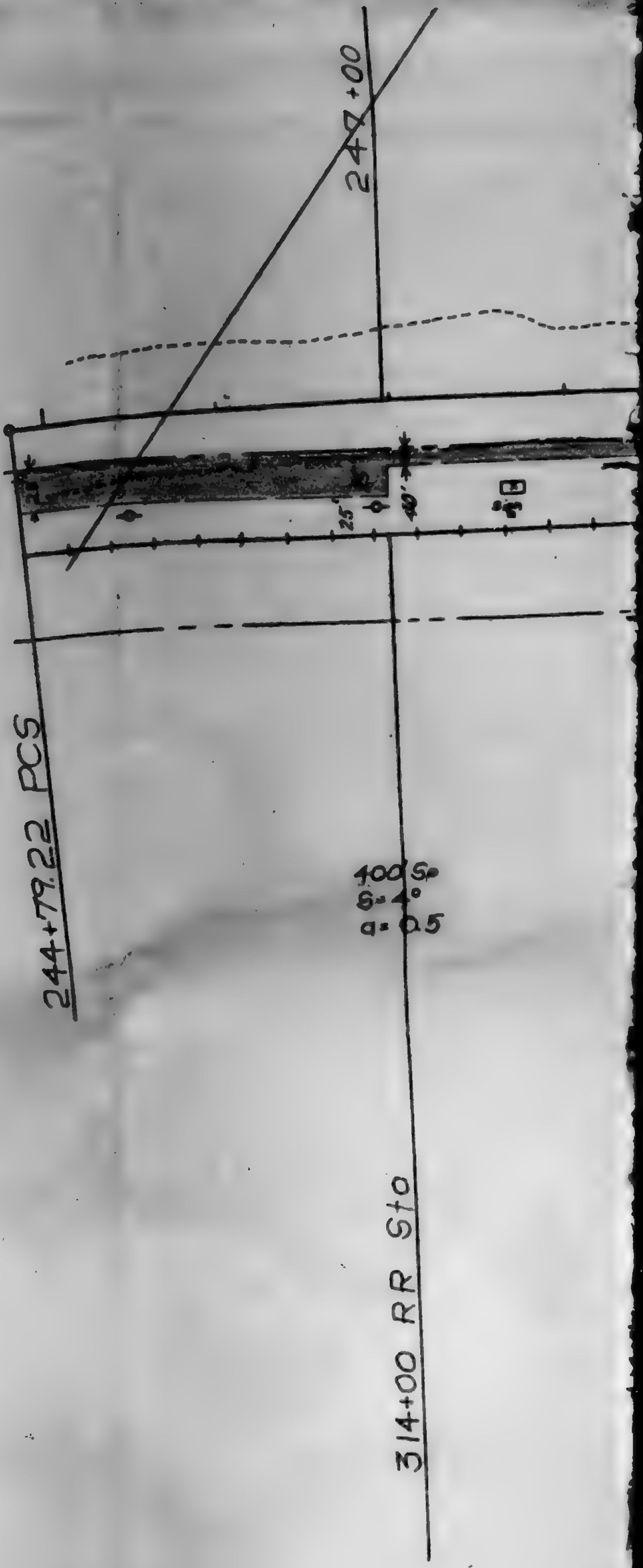

211+56.93 PS
500' Sp
S = 10°
a = 0.8
216+56.93 PSC
210

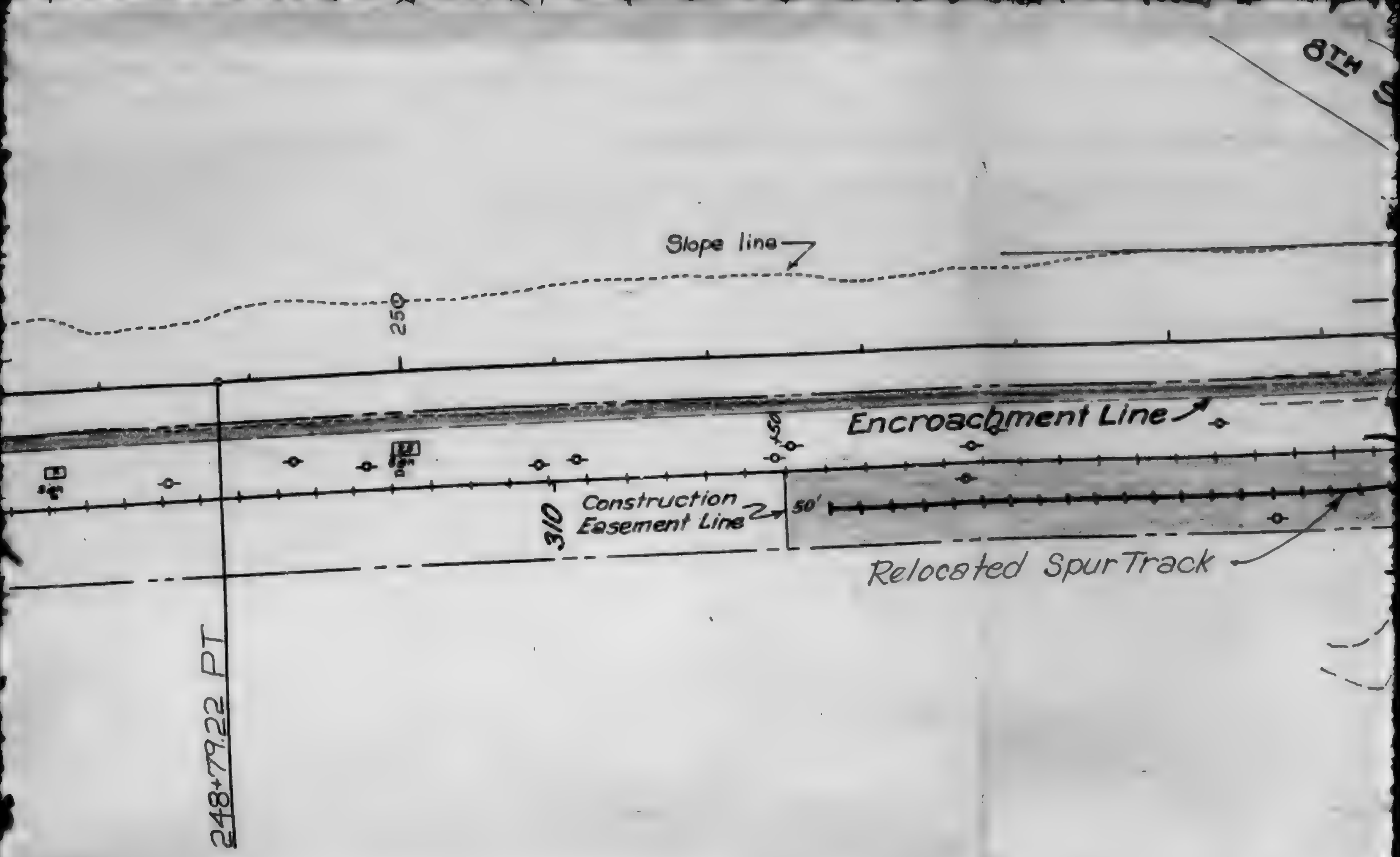

10' VERT.
10' HORIZ.
4°CL
Δ= 36°19'22"
Ts= 722.0'
220
220+65.06 PCS
500' Sp
θ= 10°
a= 0.8
225+65.06 PT

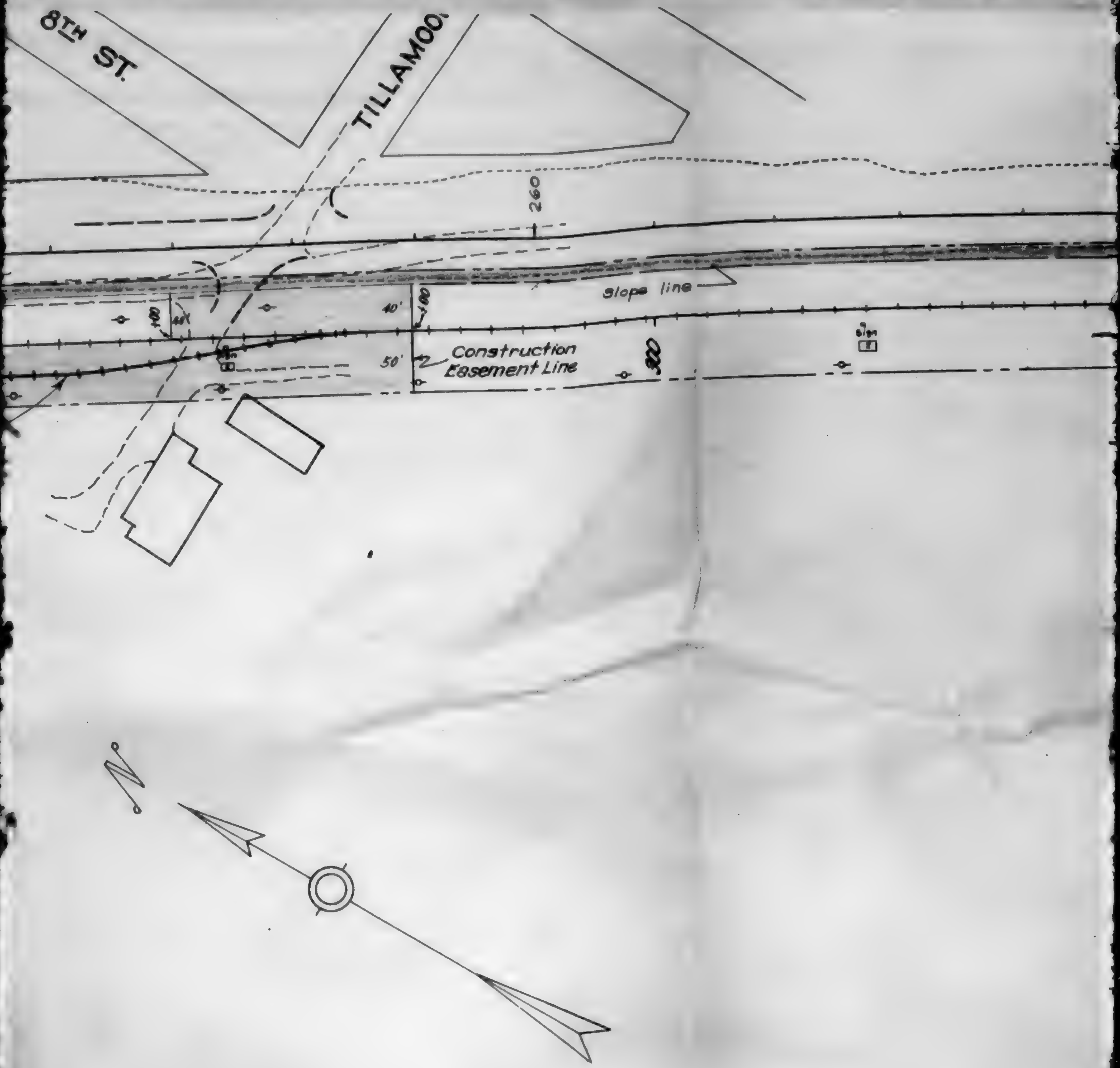

30'
30'
Vacated
"B"
Street
230
Encroachment Line
℄ "C" Street
40'
20'

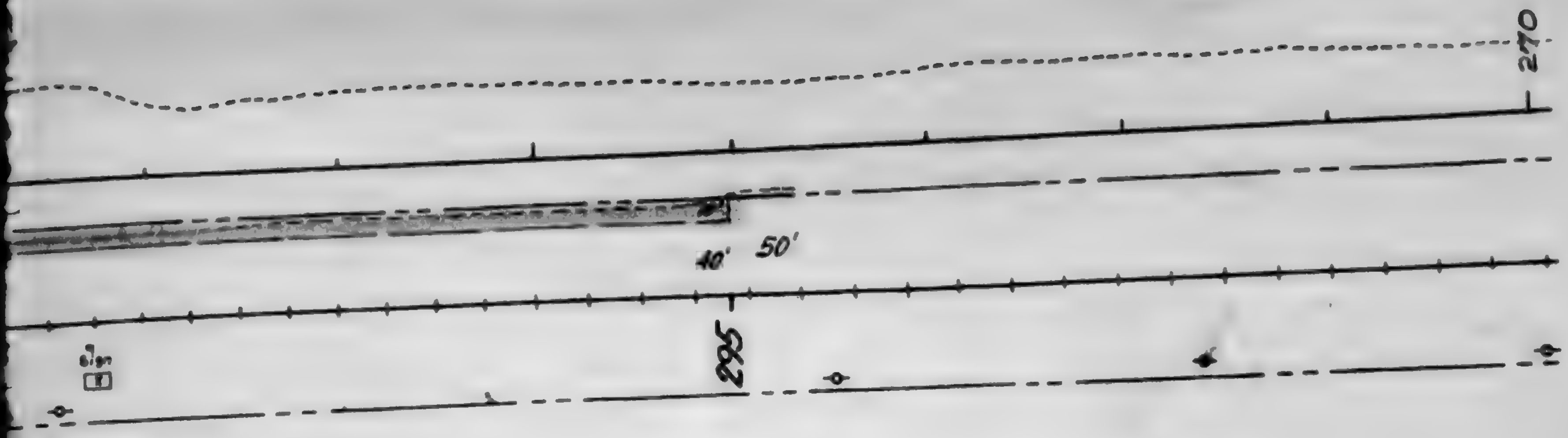

10'
23'
40'
25'
238+00
238+90.68 PS
400' Sp
S=4°
a=0.5
R.R. Spur Track to be Relocated
N

24


247+00
244+79.22 PCS
25
40'
400 Sp
S=4°
a=0.5
314+00 RR Sta


8TH
Slope line
250
Encroachment Line
Construction Easement Line
50'
310
Relocated Spur Track
248+79.22 PT


8TH ST.
TILLAMOO
260
Slope line
40'
50'
Construction Easement Line
300
Sign
N



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F-1341

[illegible]

Salem, Oregon
March 2, 1961

Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook Avenue Crossing
Bay City

Mr. Leonard I. Lindas

The State proposes to reconstruct a section of the Oregon Coast Highway (US101) between Garibaldi and Bay City in Tillamook County. The location of the new construction through Bay City crosses Tillamook Avenue at approximately the location of the existing Oregon Coast Highway. Tillamook Avenue is a county road under the jurisdiction of Tillamook County but also serves as a city street of Bay City. In the construction of the new highway, an existing siding for the loading of gravel is being removed from "C" Street. As a replacement for the "C" Street siding, it is proposed that a siding be established at and near the crossing of Tillamook Avenue. The site of the crossing is shown on Sheet No. 8 of the plans for the Garibaldi-Bay City Section, six copies of which are attached hereto.

The crossing is in the NE¼ of the NE¼ of Section 3, T. 1 S., R 10 W., W.M., more particularly at the crossing of the Southern Pacific track by Tillamook Avenue in Bay City. The crossing of Tillamook Avenue and the railroad track is at Railroad Station 303+72 and Tillamook Avenue street Station 5+95. The angle of intersection is 54 degrees. The proposed siding track will cross Tillamook Avenue approximately 20 feet westerly of the main line track crossing and will cross Tillamook Avenue at an angle of 45 degrees. The construction of the new highway will change the grade of Tillamook Avenue east of the existing railroad crossing. The grade from the highway to the crossing will be descending at 6 per cent. There will be no change in the elevation at the crossing itself. A profile of the revised Tillamook Avenue crossing is shown on the attached map. A typical section of the roadway surface at the crossing is also shown on the attached map and will consist of a 10-foot paved travel lane on each side of the center line of the street, with 4-foot shoulders on each side. The sight distance along the railroad track from points on the street are as follows:

| Point On Tillamook Street | Sight Distance Along Track Northwest | Sight Distance Along Track Southeast |
|---|---|---|
| 50 Feet West | 1000 Feet | 1000 Feet |
| 150 Feet West (End of Street) | 800 Feet | 100 Feet |
| 50 Feet East | 1000 Feet | 1000 Feet |
| 200 Feet East | 1000 Feet | 1000 Feet |

There are two trains each way six days per week, with no trains on Sunday, at the crossing. There will be additional switching movements handling cars in and out of the proposed siding. The estimated highway traffic is 2,600 vehicles per day.

It is proposed that the State will bear all costs of the crossing revision which are reimbursable under the terms of Bureau of Public Roads PPM 30-3. In general, these will consist of grading and paving of the revision of Tillamook Avenue, the installation of reflectorized cross-bucks and the installation of the siding track as shown on the attached map. It is proposed that prior to the construction of the surfacing, the railroad company will, at its own cost, place its ties, rails and ballast in proper condition to receive the pavement. The railroad company will, at the cost of the State, furnish ties and rails and install the siding track as shown on the attached map. The State will prepare the grade and base for the siding track installation.

After the completion of the project, the State will maintain the pavement across the main line crossing and the siding track and all other highway facilities, and the railroad, at its own cost, will maintain its track, ties and ballast at the crossing. After the siding track is constructed, the railroad will claim ownership out to a clearance point from the main line approximately 160 feet from the switch. The remainder of the siding will be owned by the Coast Concrete Company, who is the owner of the existing crossing at "C" Street.

Tillamook County and Bay City officials have been contacted and have indicated their approval of the project and will so advise the Public Utility Commissioner upon service of notice of the application. It would be appreciated if you would make the necessary application to the Public Utility Commissioner authorizing the crossing.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

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F-124
[illegible]
5976

Salem, Oregon
March 2, 1961

Garibaldi-Bay City Section
Oregon Coast Highway
"C" Street Crossing
Bay City

Mr. Leonard I. Lindas

The State proposes to reconstruct a section of the Oregon Coast Highway (US101) between Bay City and Garibaldi in Tillamook County. The new alignment will be completely away from the existing state highway and passes through Bay City immediately adjacent to the Southern Pacific railroad track.

In Bay City the new highway will cross the present city street known as "C" Street. At this "C" Street crossing there is now a railroad siding at which gravel is loaded for shipment. In our new construction this siding will be removed and replaced by another siding farther to the south at Tillamook Avenue. The installation of this Tillamook Avenue siding is covered by a separate application. In addition to the removal of the siding, the State proposes to construct a ramp whereby southbound traffic will turn onto "C" Street to proceed westerly to the port docks. The site of the crossing is shown on Sheet No. 7 of the plans for the Garibaldi-Bay City Section, six copies of which are attached hereto.

The crossing is in Section 34, T. 1 N., R. 10 W., W.M., more particularly at the site of the "C" Street crossing of the track. The center line of "C" Street intersects the railroad at Railroad Station 327+05 and at a stationing on "C" Street of 11+45. The angle of intersection of "C" Street and the railroad track is 42 degrees. The sight distance from points 50 feet and 200 feet each side of the crossing along the track in either direction is in excess of 1,000 feet. The elevation of "C" Street at the track itself will not be changed. The grade line of "C" Street approaching the track from the east will be raised so that leaving the highway the grade line descends toward the track on a 4.52 per cent grade, with a 60-foot vertical curve just east of the track crossing. The "C" Street profile is shown upon the attached map. The connecting ramp providing access to "C" Street from the highway has a grade line descending toward the track of 5 per cent, with a 30-foot vertical curve prior to crossing the track. This exit ramp will join the existing "C" Street at the track crossing. A section along the center line of the railroad track at the crossing is shown on the attached map. The pavement width along the railroad track will be 25 feet on the right and 18 feet on the left, with 6-foot macadam shoulders. The railroad traffic on this line consists of four train movements per day six days per week, with some switching movements for the handling of cars for the gravel-loading facility. The highway traffic is estimated as 2,600 vehicles per day.

It is proposed that the State bear all costs of the revisions to this crossing which are reimbursable under the terms of Bureau of Public Roads PPM 30-3. These costs will include all grading and paving of the crossing, both for the revised "C" Street and for the exit ramp. The State will also install reflectorized crossbucks at the crossing, ~~and advance warning signs on "C" Street~~.

Prior to construction, the railroad company, at its own cost, will prepare its track, ties and ballast and place these facilities in condition to receive the pavement. During the construction of the project, the railroad company, at the expense of the State, will remove the existing siding and allow credit to the State for any salvage of material in the siding. After the completion of the project, the railroad company will maintain its track, ties, ballast and all other facilities, and the State will maintain the roadway surfaces, including pavement across the crossing.

This project is on a city street, but, since the reconstruction is incidental to the highway project on US101, the application for the crossing will be made in the name of the State. The city officials of Bay City have been contacted and have signified their approval and will so advise the Public Utility Commissioner upon service of notice of the application. Engineers of the Southern Pacific Company have also been contacted, and no objection on their part is anticipated.

It would be appreciated if you would make the necessary application to the Public Utility Commissioner for a permit authorizing the crossing.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

F-129(10) Garibaldi-Bay City Sec., 1961
Oregon Coast Hwy.
45976 Folder #1

C a A 2335

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F-179(1)

1-5976

February 24, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

A few days ago, Mr. Walker and I discussed with Mr. Koverstein and Mr. Kendrew the project between Bay City and Garibaldi in Tillamook County. I am sending you herewith two prints from our Drawing No. 8B-21-4 entitled Garibaldi-Bay City Section, Oregon Coast Highway, Tillamook County, Revised February 1961.

I also attach two copies of descriptions for nine parcels shown on this map. You will note that Parcel No. 1 in Bay City is listed as property to be deeded by Railroad to State. This is property upon which you now have a team track, which is to be replaced by another team tract at approximately Railroad Station 303. Since we are using practically the whole area, it would seem advisable to purchase up to your normal operating right-of-way line. On the map we have shown the permanent encroachments upon your right of way in red and temporary construction easements for the removal of the tunnel and for the overcrossing of your railroad in green. We have also shown typical cross-sections of the various encroachments.

We will immediately petition the Public Utility Commissioner for authority to establish the new team track at Tillamook Street in Bay City (your Station 303), as this team track will cross an existing street.

This is a project which we wish to get under contract in the very near future, and should any questions come up which have not been answered, please contact us immediately.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:am

cc to: Mr. W. C. Williams

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5176

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1961

SUBJECT: R/W File 32233 - S. P. Railroad Company
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 2 copies of descriptions, revised February 14, 1961, and 2 prints of encroachment map No. 8B-21-4, revised February 1961, concerning Right of Way, Easements, and Encroachments required from the Southern Pacific Railroad Company, on the subject section.

Tom Edwards
Construction Engineer
By
D. J. Barbee
Assistant Construction Engineer

Attach

FOS:cw

cc: Mr. W. T. Wright

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OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-129(10)
5974

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 16, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 399 - Bay City O-Xing
S. P. Co. - Tillamook County

Dear Sir:

Herewith I hand you for substitution in the above-titled proceeding, your Docket SXF-169, print of drawing 8828 B. No change is being made in drawing 15701 submitted with the petition.

The revision reflected by drawing 8828 B has been occasioned by the request of Southern Pacific Company to provide space for an off-track maintenance road on the northwest side of the track instead of on the southeast side of the track as was provided for in the original design. Copies of the revised print previously have been submitted to Southern Pacific Company.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc. w/print
County Court
Tillamook, Oregon
G. S. Paxson
Tom Edwards
J. D. Walker
cc. without print
Ivan Merchant

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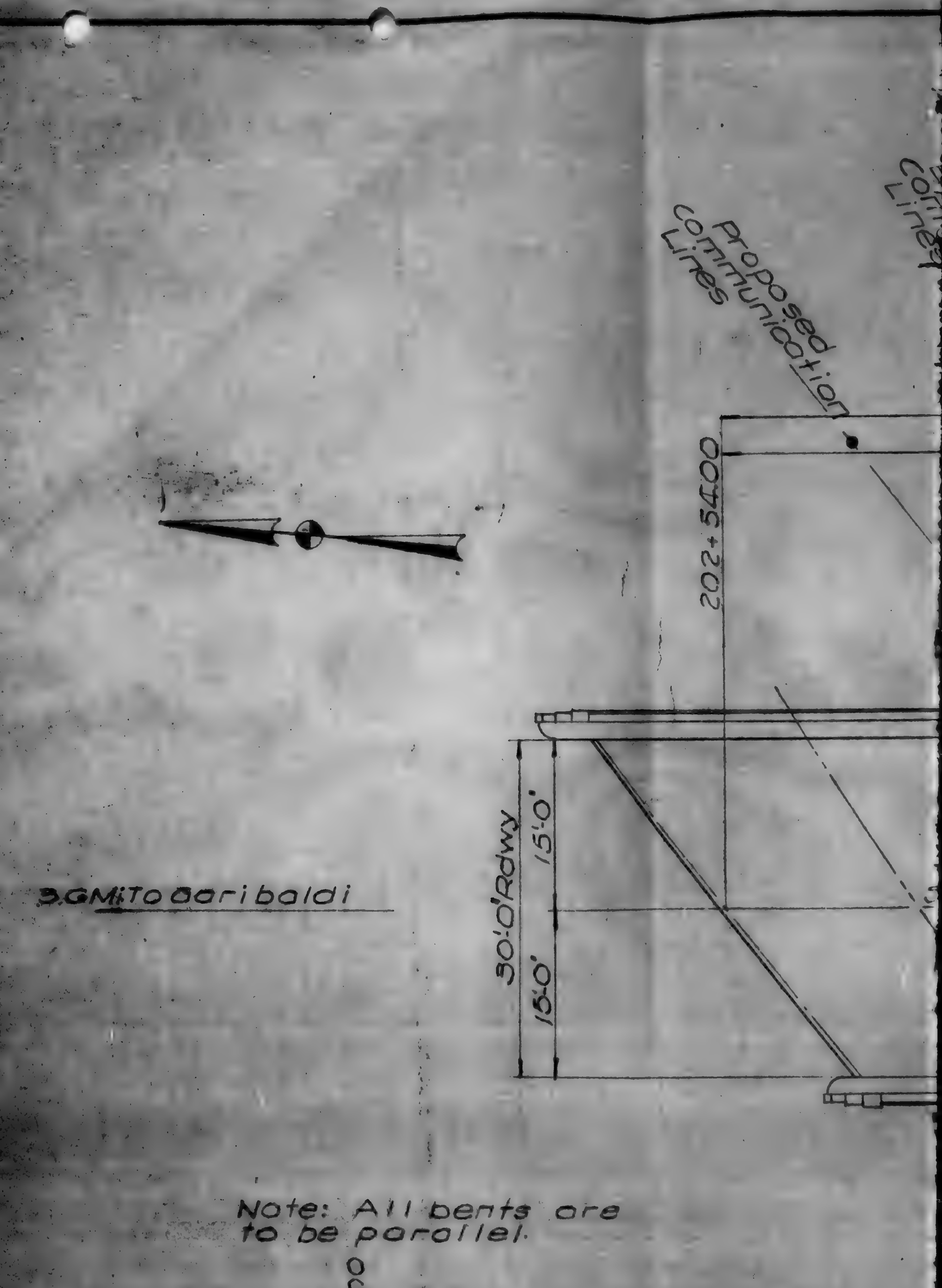
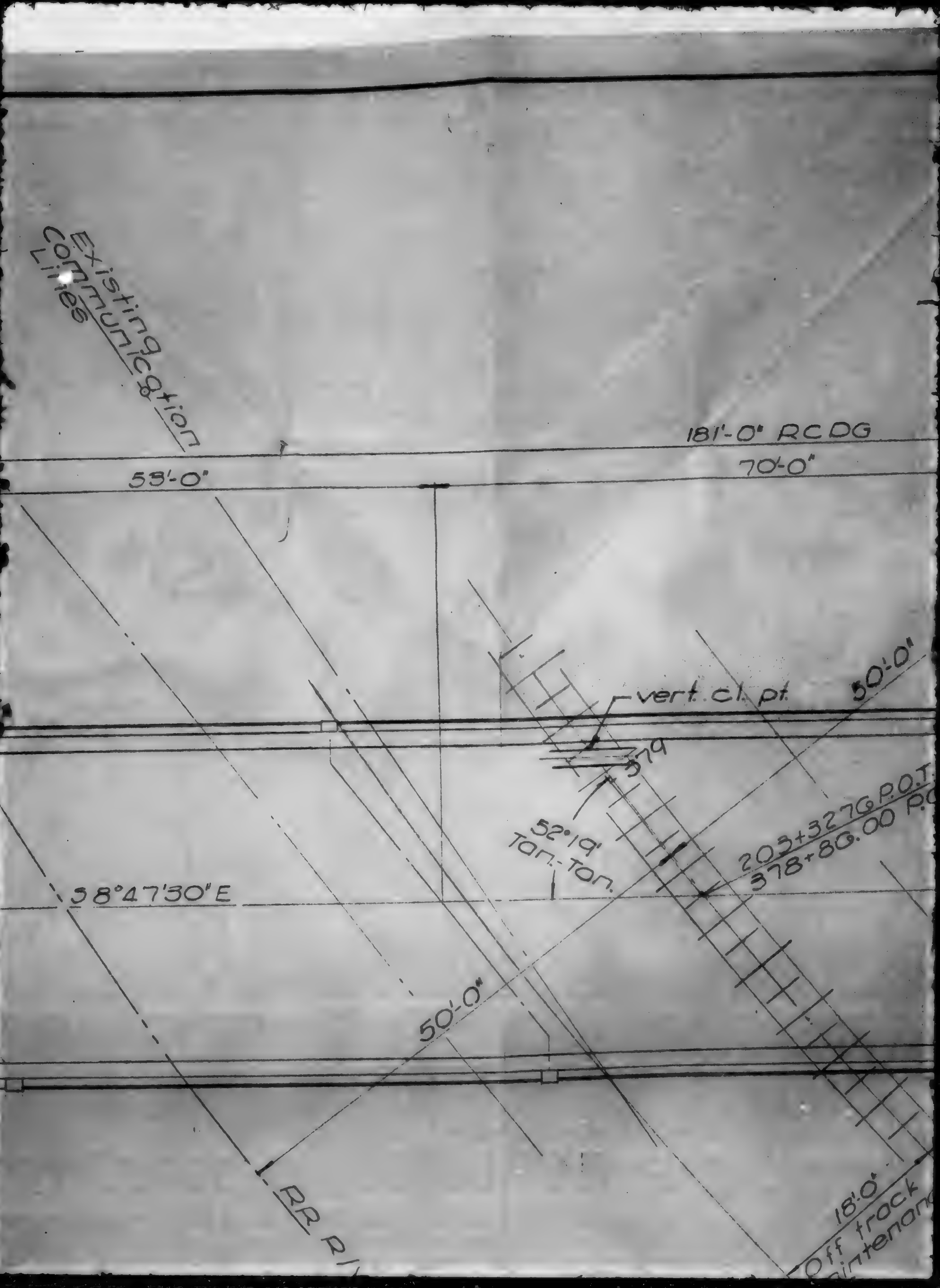
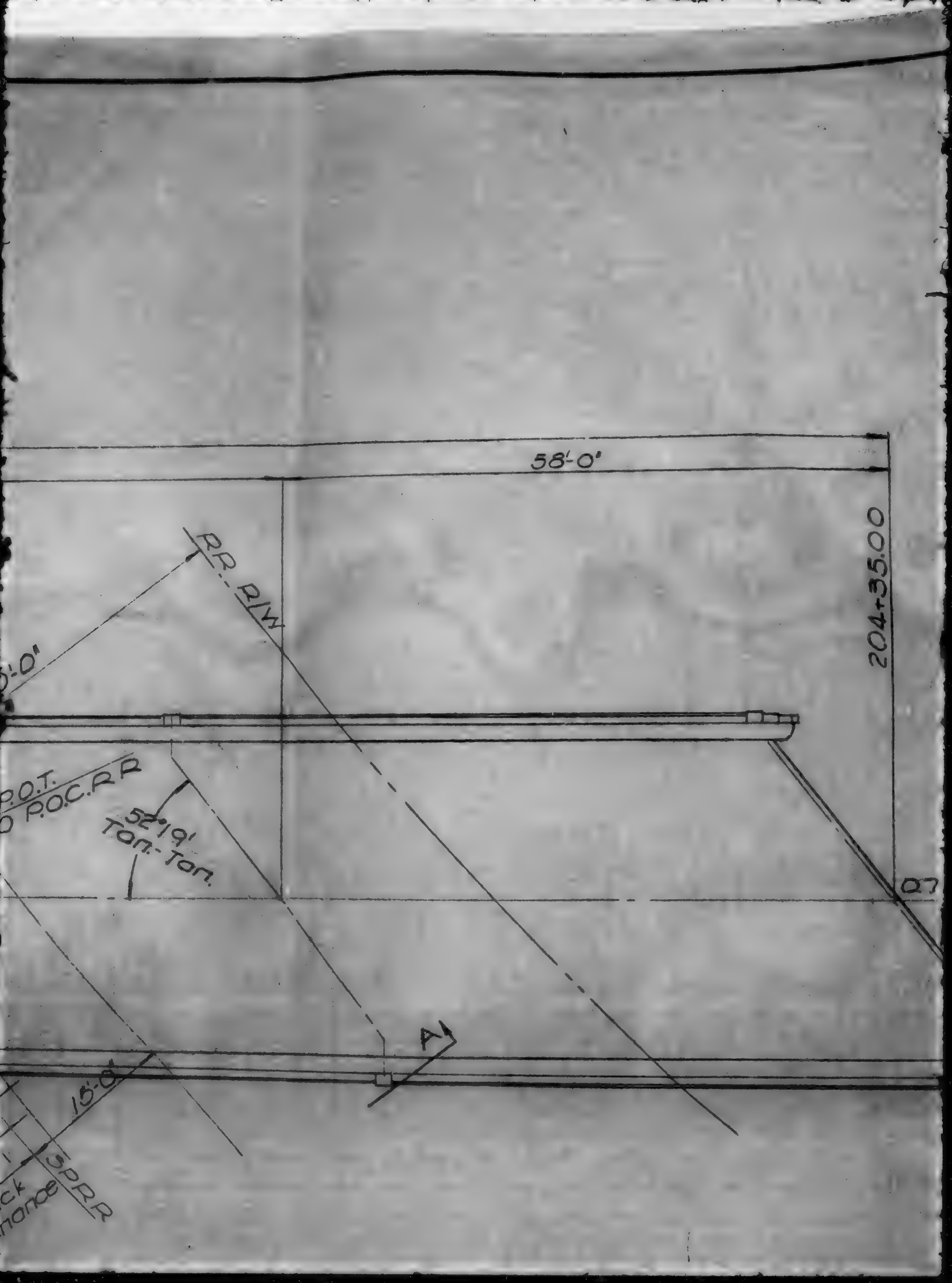
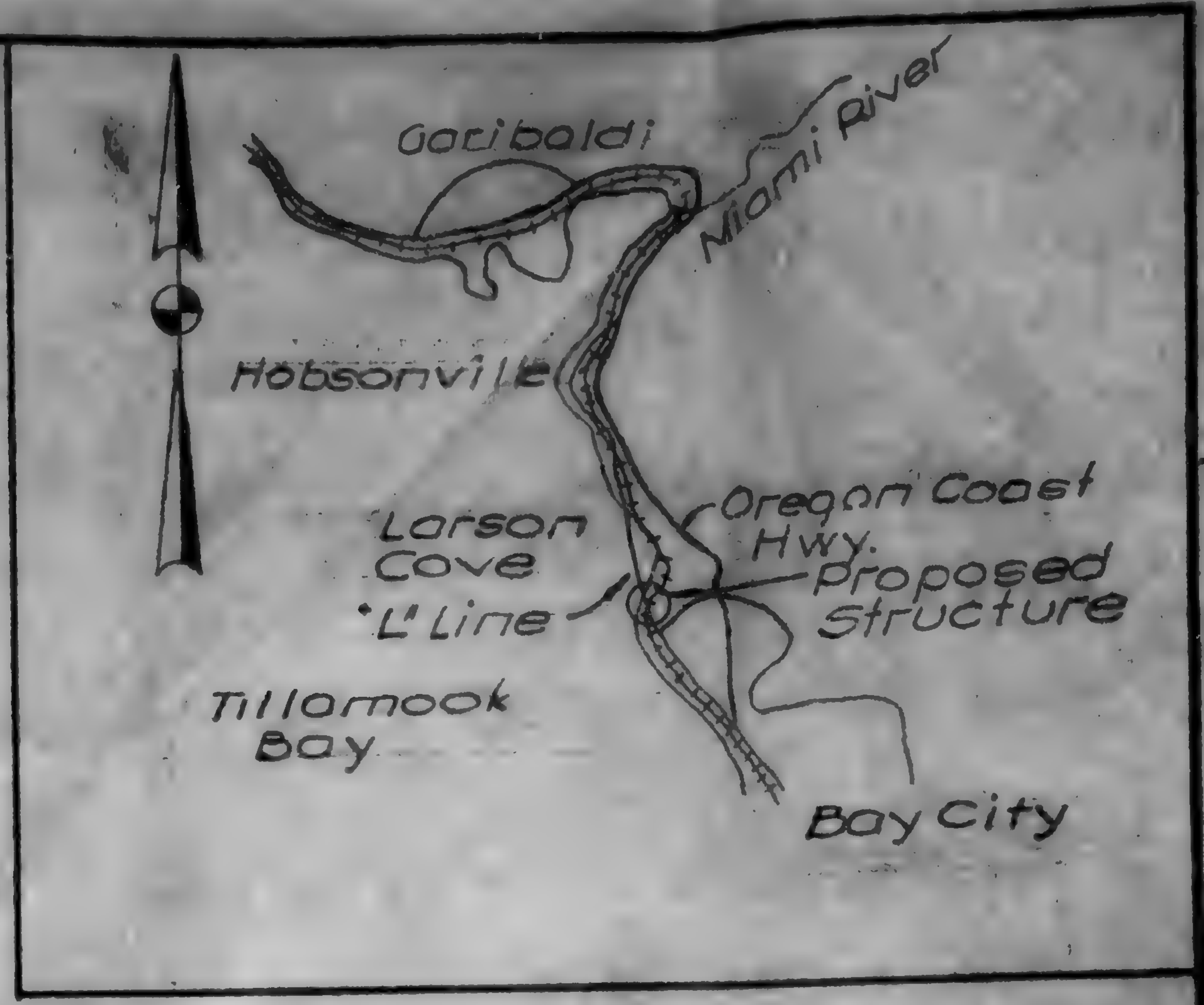
FEB 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER


Proposed communication Lines
Comm
Lines
202+54.00
3.6 Mi. To Garibaldi
30'-0" Rdwy
15'-0"
15'-0"
75.00
15

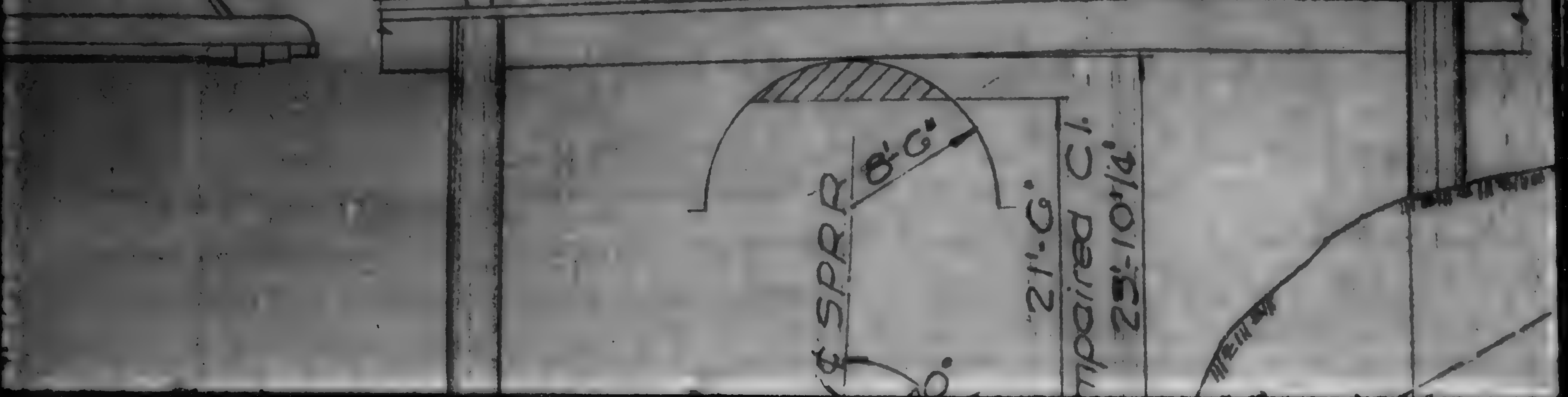
Note: All bents are to be parallel.


Existing Communication Lines
181'-0" RCDG
55'-0"
70'-0"
vert. cl. pt.
50'-0"
379
52°19'
Tan.-Tan.
203+32.76 P.O.T.
378+80.00 P.C
38°47'30"E
50'-0"
RR R/
18'-0"
Off track
aintenanc

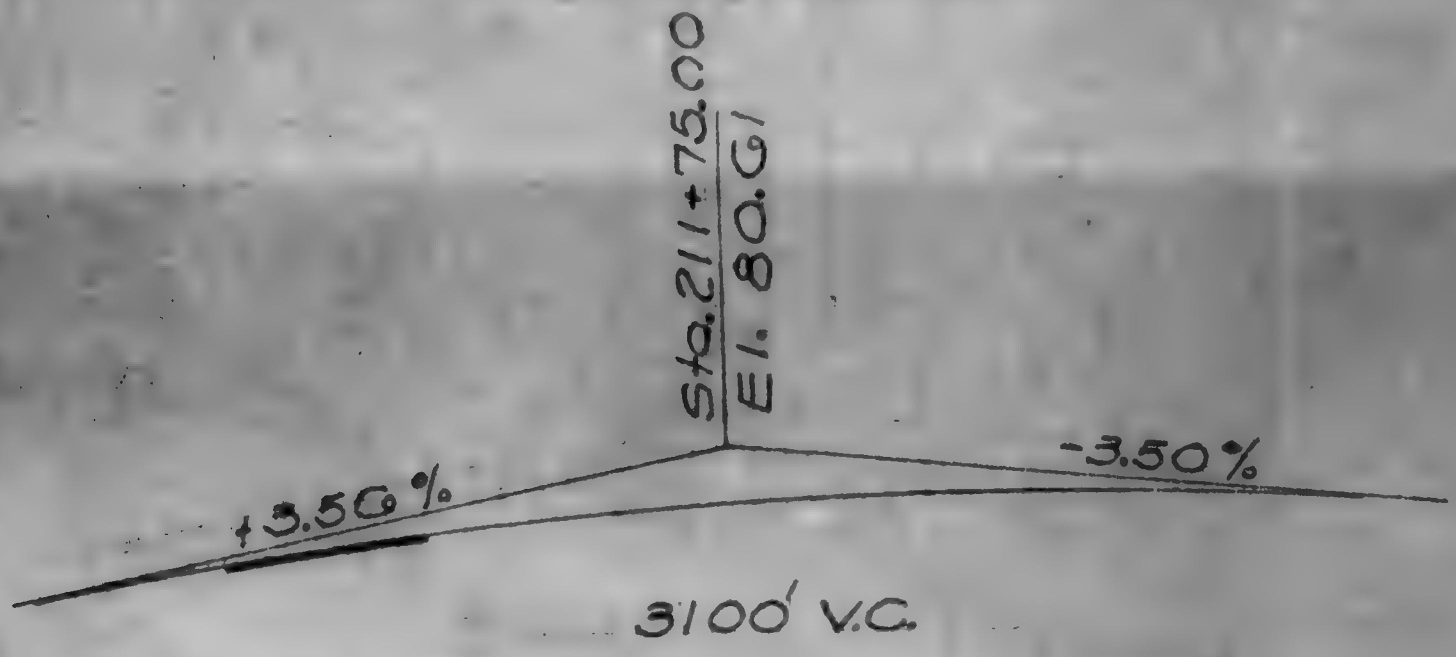

58'-0"
204+35.00
RR. R/W
0'-0"
P.O.T.
0 P.O.C.R.R
52°19'
Tan.-Tan.
0.7
A
15'-0"
ack
ance
SPRR


Garibaldi
Miami River
Hobsonville
Oregon Coast Hwy.
Larson Cove
"L" Line
Proposed Structure
Tillamook Bay
Bay City

VICINITY MAP


0.7 Mi To Bay City
℄ SPRR
8'-6"
21'-6"
Impaired Cl.
23'-10¼"

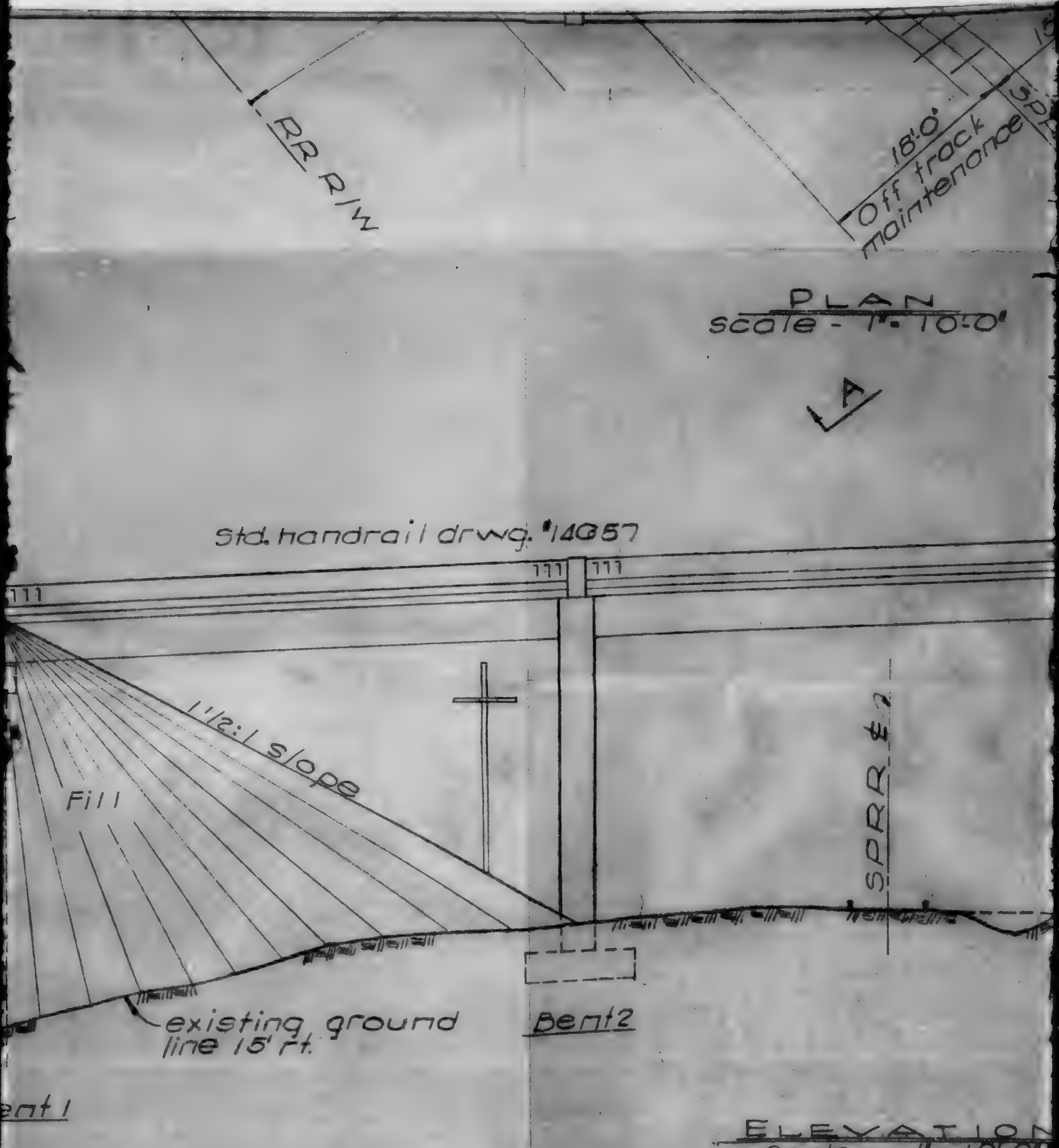
Note: All bents are to be parallel.

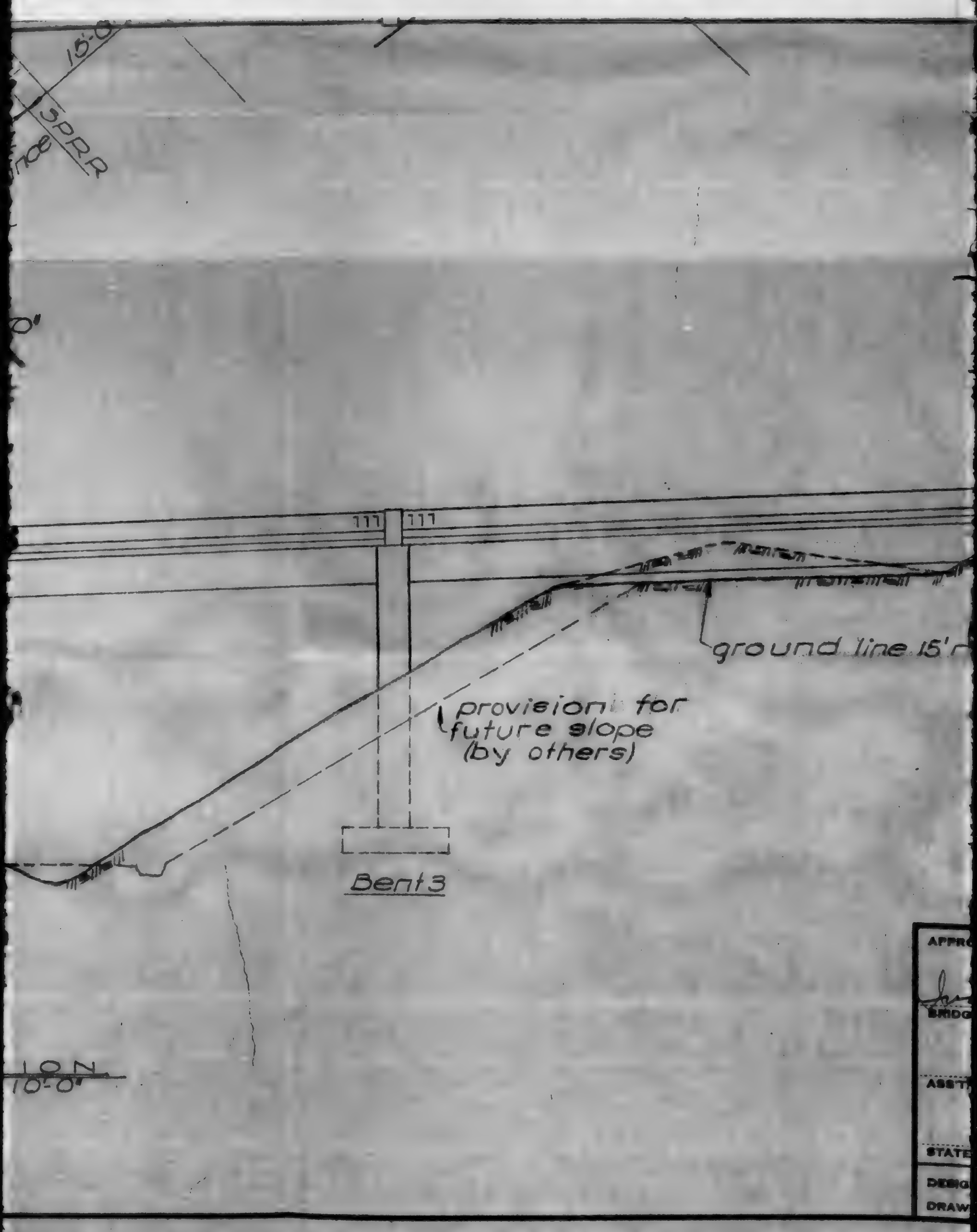

Sta.211+75.00
El. 80.61
+3.50%
-3.50%
3100' V.C.

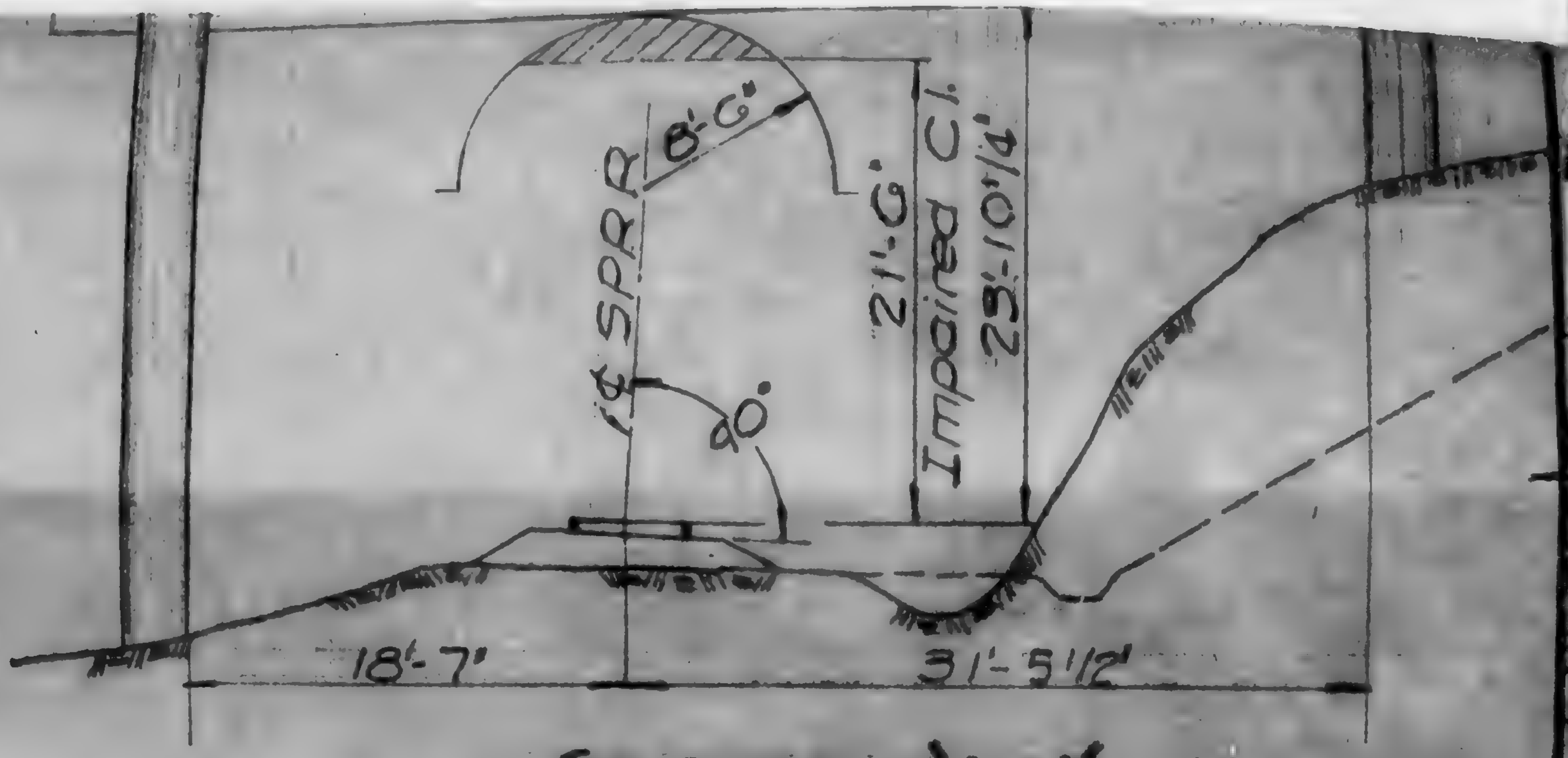
Note: Elevations shown above are finish profile grade 12' lt. or rt.

GRADE LINE DIAGRAM
No scale

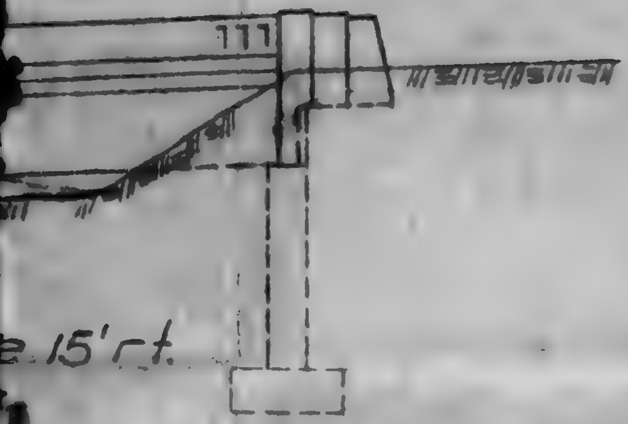
Bent


RR R/W
18'-0"
Off track
maintenance
PLAN
scale - 1"=10'-0"
A
Std. handrail drwg. #14G57
1 1/2:1 slope
Fill
SPRR ℄
existing ground
line 15' rt.
Bent 2
ent 1
ELEVATIO
Scale - 1"=10'-0"


15'-0"
SPRR
0"
ground line 15'
provision for
future slope
(by others)
Bent 3
ION
10'-0"
APPRO
BRIDG
ASST
STATE
DESIG
DRAW



SECTION 'A-A'
CLEARANCE DIAGRAM
No Scale



Bent 4

APPROVED:

Ivan D. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED
CHECKED
DRAWN R.D.F.
CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

OREGON COAST HWY. OVERCROSSING
SPRR NEAR BAY CITY
GARIBALDI - BAY CITY SECTION
OREGON COAST HWY. - TILLAMOOK CO.

PLAN AND ELEVATION

DATE JAN. 23, 61 BRIDGE NO. 8828
ACCOMPANIED BY DWGS.
SHEET 1 OF 1
DRAWING NO. 8828 B

RECEIVED
FEB 15 1961
FOR FILING

[illegible]

-776

February 14, 1961

Ruth Simmons, City Recorder
City Hall
Bay City, Oregon

Dear Madam:

We are enclosing for the records and files of Bay City a fully executed copy of an agreement between the State Highway Commission and the City of Bay City covering the Garibaldi-Bay City Section of the Oregon Coast Highway in the City of Bay City.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 20 1961
FOR FILING

| |
|---|
| F-129([illegible]) |
| |
| -976 |

2-15-61

Salem, Oregon
February 15, 1961

Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

Mr. C. G. Swenson
Engineer City & County Relations
Office

MISC. CONTRACTS and
AGREEMENTS No. 2335

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Bay City covering the Garibaldi-Bay City Section of the Oregon Coast Highway in Bay City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Bay City.

Secretary

bn
Attach: 1

FORM E-30X 50M 7-59 22125

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1961

SUBJECT: Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

[illegible] COMMISSION
DATE 12-12-60 Min. page [illegible]
Floyd Query
[illegible]

[illegible]
G S Paxson
[illegible]

# APPRAISAL REPORT

Engr. Sta.________ File No. 32233
Section Hobsonville-Bay City
Unit________
Highway Oregon Coast
County Tillamook

Name of Owner Southern Pacific Company
Address Union Station, Portland, Oregon
If property is rented:
Name of tenant________ Monthly Rent Rate $________ Lease (No) (Yes)

Partial Taking (XX)
Entire Taking ( )

Area in taking 7.37 Acres
Owner's total area Unknown

Possible use as permitted by the legal ZONING Not zoned

Highest and Best Use Before the Taking________
Highest and Best Use After the Taking________

ACCESS CONTROL: Access limited (use unrestricted) ( ); Access limited (Use restricted) ( ); No access permitted (X); No access control ( ).

IF DAMAGE IS ALLOWED FOR RESTRICTION OF USE, STATE AMOUNT HERE $________

If Special Benefits exist, show your estimate of value of the benefits $________

Is there land taken in excess to the right of way needs? (No) (Yes). If the answer is "YES" what is the parcel number________ and value after the taking $________

MY CONCLUSION OF THE FAIR CASH MARKET VALUE OF THE TAKING
AS OF THE 8th DAY OF February 1961 IS:

($14,000.00 - - - - - - - - - -)

"I hereby certify that I have personally inspected the subject property; that I have personal knowledge of the sales of other properties used in this appraisal; that the statements contained herein and upon which opinions of value herein are formulated are true and correct to the best of my knowledge and belief; that no pertinent information has been withheld; that I have no interest, present or contemplated, in the subject property nor in other properties within limits of the right of way of this section of the proposed highway improvement; that my fee is unrelated to my estimate of value; that the contents herein are confidential in nature and will not be divulged to anyone other than properly constituted personnel of the State Highway Department; and if called upon to do so, I will defend my statements and conclusions in court.

DATE OF INSPECTION February 8, 1961 APPRAISER________
Robert C. Friess

## I. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

A. The land or site. (General statement of economic conditions and activities in the area that affect the value. Location with respect to schools, churches, shopping centers, etc. Be specific about this land. Any items checked on the "Check off list" must be mentioned here.)

The land in this instance consists of an operating railroad as it passes through a small coastal town. The general area is not one of growing or bustling economy but is comprised largely of people engaged in fishing and other maritime industry with some fringe dairying and a fairly substantial lumber industry.

The principal item of the taking consists of 31,500 square feet described in this appraisal as Parcel 1, and constitutes probably the largest and most desirable piece of industrial property adjoining the railroad in the locality. Further, it is equipped with a 592 foot spur, 292 feet of which is not taken, but it is not usable without the portion in the taking. This has therefore been valued in its entirety in formulating a valuation on the parcel. Three hundred feet of this spur is owned by Coast Concrete Company, under the management of Mr. Ray Pendergast, and the parcel is used to store and furnish gravel to the railroad for maintenance purposes by Mr. Pendergast. There is also situated thereon a 20x40 foot garage building, solidly built on a high concrete foundation which apparently has not been serving any use for some time.

(Cont. on attached sheet)

CT
AND APPROVED
E. G. Bean
2-10-61

NOT
S. P

# APPRAISAL REPORT

Engr. Sta. ________ File No. 32233

Section Hobsonville-Bay City

Name of Owner Southern Pacific Company

Unit ________

Address Union Station, Portland, Oregon

Highway Oregon Coast

If property is rented:

County Tillamook

Name of tenant ________ Monthly Rent Rate $________ Lease (No) (Yes)

---

Partial Taking (XX)
Entire Taking ( )

Area in taking 7.37 Acres
Owner's total area Unknown

Possible use as permitted by the legal ZONING Not zoned

---

Highest and Best Use Before the Taking ________
Highest and Best Use After the Taking ________

---

ACCESS CONTROL: Access limited (use unrestricted) ( ); Access limited (Use restricted) ( ); No access permitted (X); No access control ( ).

IF DAMAGE IS ALLOWED FOR RESTRICTION OF USE, STATE AMOUNT HERE $________

---

If Special Benefits exist, show your estimate of value of the benefits $________

---

Is there land taken in excess to the right of way needs? (No) (Yes). If the answer is "YES" what is the parcel number ________ and value after the taking $________

---

MY CONCLUSION OF THE FAIR CASH MARKET VALUE OF THE TAKING
AS OF THE 8th DAY OF February 1961 IS:

($14,000.00 - - - - - - - - - -)

---

"I hereby certify that I have personally inspected the subject property; that I have personal knowledge of the sales of other properties used in this appraisal; that the statements contained herein and upon which opinions of value herein are formulated are true and correct to the best of my knowledge and belief; that no pertinent information has been withheld; that I have no interest, present or contemplated, in the subject property nor in other properties within limits of the right of way of this section of the proposed highway improvement; that my fee is unrelated to my estimate of value; that the contents herein are confidential in nature and will not be divulged to anyone other than properly constituted personnel of the State Highway Department; and if called upon to do so, I will defend my statements and conclusions in court.

DATE OF INSPECTION February 8, 1961 APPRAISER ________
Robert C. Friess

---

I. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

A. The land or site. (General statement of economic conditions and activities in the area that affect the value. Location with respect to schools, churches, shopping centers, etc. Be specific about this land. Any items checked on the "Check off list" must be mentioned here.)

The land in this instance consists of an operating railroad as it passes through a small coastal town. The general area is not one of growing or bustling economy but is comprised largely of people engaged in fishing and other maritime industry with some fringe dairying and a fairly substantial lumber industry.

The principal item of the taking consists of 31,500 square feet described in this appraisal as Parcel 1, and constitutes probably the largest and most desirable piece of industrial property adjoining the railroad in the locality. Further, it is equipped with a 592 foot spur, 292 feet of which is not taken, but it is not usable without the portion in the taking. This has therefore been valued in its entirety in formulating a valuation on the parcel. Three hundred feet of this spur is owned by Coast Concrete Company, under the management of Mr. Ray Pendergast, and the parcel is used to store and furnish gravel to the railroad for maintenance purposes by Mr. Pendergast. There is also situated thereon a 20x40 foot garage building, solidly built on a high concrete foundation which apparently has not been serving any use for some time.

(Cont. on attached sheet)

ECT
D and APPROVED
2-10-61

NOT
S.

I. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING: (continued).

B. The improvements. (Describe in detail. If a residential property is involved use the residential form. Describe types of depreciation suffered by the subject property. Age, desirability, architecture and general condition should be mentioned. Make some statement regarding items marked on check off list). IF THERE ARE FIXTURES OR MACHINERY, NOTIFY THE SALEM OFFICE AT ONCE.

II. VALUE OF THE REMAINDER AFTER THE TAKING: Always state if the highest and best use is changed by the taking. Are there "Special Benefits?" Effect of access control, conditions caused by severence - curable or incurable. Over-improvements. Divided remainders. Unusable or landlocked areas. Unique conditions. Use check off list. INCLUDE A ROUGH SKETCH IF THE ENTIRE PROPERTY IS NOT SHOWN ON THE RIGHT OF WAY MAP.

(cont. from page 1)

Besides the taking of this largest parcel in fee, there is involved easements or encroachments over other sections of the railroad property throughout its course along the project. The highway is to be built between the railroad right of way and the waters of Tillamook Bay. Between Stations 139 and 143 for a distance of some 400 feet, the railroad bed winds through a tunnel which will be removed by the highway construction. It is understood that this will be of considerable benefit to the railroad in that maintenance of the tunnel will be eliminated, but there is also posed the problem of excess material disposal should slides occur as a result of the necessary excavation. At the present time the railroad is able to dispose of any such excess material by simply dumping in the bay, but construction of the highway parallel to the railroad and on the bay side of the railroad right of way will pose somewhat of a problem, as no access to the highway is contemplated. It is assumed, however, that if such slides occur after construction is finished, that any such removal will be by permit; application for which can be made at the time the need arises. As it appears that these two factors will be about in balance as far as before and after value is concerned, it is not considered possible or practical to place a valuation on either the special benefit or the damage that the highway construction may cause to this portion of the railroad.

The following is a listing of the individual parcels, 1 through 9, with the estimated value and damage, together with the fair compensation for use of the parcels designated as easement or encroachment as needed for relocation of the highway:

| | | |
|---|---|---|
| Parcel 1 | | |
| Railroad siding site, heavily gravelled,<br>31,500 sq. ft. at $.25 . . . . . . . . . | $ 7,875 | |
| 592 foot spur (292 ft. not taken, but not usable without balance,<br>592 ft. (as taken) at $8 . . . . . . . . . . | 4,736 | |
| (300 ft. of above spur owned by Coast Concrete Company, Ray Pendergast)<br>20x40 ft. garage building . . . . . . . . . | 700 ✓ | |
| | | $13,311 |
| Parcel 2 | | |
| Easement over railroad bed, wet and brushy,<br>0.57 acre at $100 . . . . . . . . . . . . . . . . . . . . | | 57 |
| Parcel 3 | | |
| Easement over railroad bed,<br>0.52 acre at $100 . . . . . . . . . . . . . . . . . . . . | | 52 |
| Parcel 4 | | |
| Encroachment over railroad bed,<br>2.36 acres at $100 . . . . . . . . . . . . . . . . . . . | | 236 |

(attachment cont.)

| | |
|---|---|
| Parcel 5<br>Encroachment over railroad bed,<br>0.09 acres at $100. | $ 9 |
| Parcel 6<br>Encroaghment over railroad bed,<br>0.35 acre at $100 | 35 |
| Parcel 7<br>Encroachment over railroad bed,<br>1.42 acres at $200 | 284 |
| Parcel 8<br>Temporary construction easement,<br>0.28 acre at $100 | 28 |
| Parcel 9<br>Temporary construction easement,<br>0.76 acre at $100 | 76 |
| | $14,088 |
| Say | $14,000 |

## II. VALUE OF THE REMAINDER AFTER THE TAKING: (continued).

## III. MARKET DATA APPROACH

Show the following: Date of sale, Name of grantor and grantee, Land area, Nature and quality of the improvements, Sales price, Estimated value of improvements, Unit value of land, How sale was verified. Explain why sale is "as good as," "not as good as," or "better than" the subject property.

Whenever possible, show at least one sale of vacant land.

Offerings may also be used as a guide to value (generally they are above the upper limits of value).

If at all possible, show sales data that will be guides to the "value of the remainder."

A list of analyzed sales, keyed to the appraisal, and located on a map showing also location of subject property, is satisfactory.

NET FAIR CASH MARKET VALUE OF THE TAKING BY MARKET DATA APPROACH
IS $ 11,000.00 - - - - - - - - - - - .
(explanation follows)

Residential land in this area ranges in value, based on sales, from $.03 to $.08 per square foot for bare ground. Pasture land, wet and brushy, close in at $400 per acre. No comparable sales for siding property. However, a parcel at Garibaldi 70 feet deep by 170 feet fronting between highway and railroad is offered by Ruth Lindley at $2,200. This represents a price of $.18 per square foot. This is as desirable as subject, but subject is heavily gravelled to accommodate heavy loading; therefore, the higher value on siding site of subject.

## IV. COST APPROACH

A. Value of the entire property before the taking:

LAND:

1____________(Acres)(Sq.Ft.) at_____per_____$________
2____________( " )( " " ) at_____per_____$________
3____________( " )( " " ) at_____per_____$________
4____________( " )( " " ) at_____per_____$________ $________

IMPROVEMENTS: reproduction cost -- depreciated value

1____________________$__________$________
2____________________$__________$________
3____________________$__________$________
4____________________$__________$________
5____________________$__________$________ $________

OTHER:

1______________________________$________
2______________________________$________
3______________________________$________
4______________________________$________ $________
TOTAL DEPRECIATED VALUE: $________

B. Value of the remainder after the taking:

LAND:

1____________(Acres)(Sq.Ft.) at_____per_____$________
2____________( " )( " " ) at_____per_____$________
3____________( " )( " " ) at_____per_____$________
4____________( " )( " " ) at_____per_____$________ $________

IMPROVEMENTS:

1______________________________$________
2______________________________$________
3______________________________$________
4______________________________$________ $________
TOTAL VALUE OF THE REMAINDER $________

C. VALUE OF THE TAKING: (A minus B)

Land____________________$________
Improvements________________$________
Damages_________$________
Minus "Special Benefits" $________
Net Damages $________ $________
NET FAIR CASH MARKET VALUE: $________

## V. INCOME APPROACH

FAIR CASH MARKET VALUE OF THE TAKING BY INCOME APPROACH $____________

## VI. CORRELATION OF ESTIMATES AS SHOWN BY VARIOUS METHODS:

Cost Approach $__________
Market Data Approach $__________
Income Approach $__________

CONCLUSION - - - - - - - - $____________________

(Explanation of conclusion follows)

When only the value of the taking is being appraised, show the detailed breakdown below:

| | | |
|---|---|---|
| Parcel | 1 | $13,311 |
| " | 2 | 57 |
| " | 3 | 52 |
| " | 4 | 236 |
| " | 5 | 9 |
| " | 6 | 35 |
| " | 7 | 284 |
| " | 8 | 28 |
| " | 9 | 76 |
| | | $14,088 |
| | Say | $14,000 |

# CHECK-OFF LIST

Many of these will have to be clarified with the owner. All can be.

| | IN TAKING | IN REMAINDER | NONE ON PROPERTY | COMMENTS |
|---|---|---|---|---|
| Patio | | | | |
| Planter | | | | |
| Lawn Sprinkler System | | | | |
| Rockery | | | | |
| Retaining Wall | | | | |
| Hedge | | | | |
| Fruit Trees | | | | |
| Ornamental Trees | | | | |
| Shade Trees | | | | |
| Fish Pond | | | | |
| Curbing | | | | |
| Fronts Graveled Road | | | | |
| Fronts Paved Road | | | | |
| Underground Water Pipes | | | | |
| Underground Gas Pipes | | | | |
| Underground Wiring | | | | |
| Underground Drain Tile | | | | |
| Underground Septic Tank | | | | |
| Underground Distribution Field | | | | |
| Underground Fuel Oil Tank | | | | |
| Ornamental Fencing | | | | |
| Change of Grade | | | | |
| Loss of off-street Parking | | | | |
| Community Driveways | | | | |
| Built-in Cook Stove | | | | |
| Built-in Garbage Disposal | | | | |
| Built-in Dish Washer | | | | |
| Kitchen Exhaust Ventilator | | | | |
| Bath Exhaust Ventilator | | | | |
| Shower in Bath | | | | |
| Shower Separate | | | | |
| Air Conditioning Equipment | | | | |
| Venetian Blinds | | | | |
| Wall to Wall Carpeting | | | | |
| Timber | | | | |
| Utility Fencing | | | | |
| Well | | | | |
| Spring | | | | |
| Irrigation System | | | | |
| Water Rights | | | | |
| Creek | | | | |
| Pond | | | | |
| Gullies | | | | |
| Brush Land | | | | |
| Stump Land | | | | |
| Rocky Land | | | | |
| Loss of Roadways | | | | |
| Easements | | | | |
| Leases | | | | |
| Railroad Right of Way | | | | |
| Transmission Right of Way | | | | |
| Pipe Line Right of Way | | | | |
| Sign Rentals in Right of Way | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

32233- State of Oregon

State Property

# APPRAISAL REPORT

Engr. Sta. 255+00 File No. 32233
Section Hobsonville-Bay City
Unit
Highway Oregon Coast
County Tillamook

Name of Owner State of Oregon
Address Salem, Oregon
If property is rented:
Name of tenent ______ Monthly Rent Rate $______ Lease (No) (Yes)

Partial Taking ( )
Entire Taking (X)

Area in taking ______
Owner's total area 64,000 sq. ft.

Possible use as permitted by the legal ZONING ______

Highest and Best Use Before the Taking Residential
Highest and Best Use After the Taking Entire taking

ACCESS CONTROL: Access limited (use unrestricted) ( ); Access limited (Use restricted) ( ); No access permitted ( ); No access control ( ).
IF DAMAGE IS ALLOWED FOR RESTRICTION OF USE, STATE AMOUNT HERE $______

If Special Benefits exist, show your estimate of value of the benefits $______

Is there land taken in excess to the right of way needs? (No) (Yes). If the answer is "YES" what is the parcel number ______ and value after the taking $______

MY CONCLUSION OF THE FAIR CASH MARKET VALUE OF THE TAKING
AS OF THE 8th DAY OF March 19 61 IS:

($ 810.00 - - - - - - - - - - )

"I hereby certify that I have personally inspected the subject property; that I have personal knowledge of the sales of other properties used in this appraisal; that the statements contained herein and upon which opinions of value herein are formulated are true and correct to the best of my knowledge and belief; that no pertinent information has been withheld; that I have no interest, present or contemplated, in the subject property nor in other properties within limits of the right of way of this section of the proposed highway improvement; that my fee is unrelated to my estimate of value; that the contents herein are confidential in nature and will not be divulged to anyone other than properly constituted personnel of the State Highway Department; and if called upon to do so, I will defend my statements and conclusions in court.

DATE OF INSPECTION February 1961 APPRAISER ______
Robert C. Friess

I. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

A. The land or site. (General statement of economic conditions and activities in the area that affect the value. Location with respect to schools, churches, shopping centers, etc. Be specific about this land. Any items checked on the "Check off list" must be mentioned here.)

Property concerned here is a 64,000 square foot parcel of land, 46,000 square feet of which is under water, 16,000 square feet of which is above water and suitable for construction. I have allowed $.05 per square foot for the portion above water, and a lump sum of $10 for the portion under water.

The figure of $.05 per square foot based on two adjacent land sales south, plus other sales in the area.

## I. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING: (continued).

B. The improvements. (Describe in detail. If a residential property is involved use the residential form. Describe types of depreciation suffered by the subject property. Age, desirability, architecture and general condition should be mentioned. Make some statement regarding items marked on check off list). IF THERE ARE FIXTURES OR MACHINERY, NOTIFY THE SALEM OFFICE AT ONCE.

This property would require extensive fill in order to fully utilize as track spur if it were to replace area taken from S.P.R.R. Co., which has more area and is also heavily surfaced with gravel.

## II. VALUE OF THE REMAINDER AFTER THE TAKING:

Always state if the highest and best use is changed by the taking. Are there "Special Benefits?" Effect of access control, conditions caused by severance - curable or incurable. Over-improvements. Divided remainders. Unusable or landlocked areas. Unique conditions. Use check off list. INCLUDE A ROUGH SKETCH IF THE ENTIRE PROPERTY IS NOT SHOWN ON THE RIGHT OF WAY MAP.

NOTE:

There is an additional parcel lying easterly of railroad, a triangle, containing 4,400 square feet, which obviously will be needed for highway construction and would not be considered as part of trade. This property would have a value of $220, based on $.05 per square foot.

II. VALUE OF THE REMAINDER AFTER THE TAKING: (continued).

## III. MARKET DATA APPROACH

Show the following: Date of sale, Name of grantor and grantee, Land area, Nature and quality of the improvements, Sales price, Estimated value of improvements, Unit value of land, How sale was verified. Explain why sale is "as good as," "not as good as," or "better than" the subject property.

Whenever possible, show at least one sale of vacant land.

Offerings may also be used as a guide to value (generally they are above the upper limits of value).

If at all possible, show sales data that will be guides to the "value of the remainder."

A list of analyzed sales, keyed to the appraisal, and located on a map showing also location of subject property, is satisfactory.

NET FAIR CASH MARKET VALUE OF THE TAKING BY MARKET DATA APPROACH
IS $ 810.00 - - - - - - - - - - - - .
(explanation follows)

See Sales #4 and #5 - Comparable.

See Sales #10 - Better residential, needs leveling.

## IV. COST APPROACH

A. Value of the entire property before the taking:

LAND:

1________________(Acres)(Sq.Ft.) at______per______$__________
2________________( " )( " " ) at______per______$__________
3________________( " )( " " ) at______per______$__________
4________________( " )( " " ) at______per______$__________ $____________

IMPROVEMENTS: reproduction cost -- depreciated value

1______________________________$______________$______________
2______________________________$______________$______________
3______________________________$______________$______________
4______________________________$______________$______________
5______________________________$______________$______________ $____________

OTHER:

1________________________________________________$______________
2________________________________________________$______________
3________________________________________________$______________
4________________________________________________$______________ $____________

TOTAL DEPRECIATED VALUE: $____________

B. Value of the remainder after the taking:

LAND:

1________________(Acres)(Sq.Ft.) at______per______$__________
2________________( " )( " " ) at______per______$__________
3________________( " )( " " ) at______per______$__________
4________________( " )( " " ) at______per______$__________ $____________

IMPROVEMENTS:

1________________________________________________$______________
2________________________________________________$______________
3________________________________________________$______________
4________________________________________________$______________ $____________

TOTAL VALUE OF THE REMAINDER $____________

C. VALUE OF THE TAKING: (A minus B)

Land______________________________$____________
Improvements______________________$____________
Damages________________$____________
Minus "Special Benefits" $____________
Net Damages $____________ $____________
NET FAIR CASH MARKET VALUE: $____________

## V. INCOME APPROACH

FAIR CASH MARKET VALUE OF THE TAKING BY INCOME APPROACH $________________

VI. CORRELATION OF ESTIMATES AS SHOWN BY VARIOUS METHODS:

Cost Approach $______________
Market Data Approach $______________
Income Approach $______________

CONCLUSION - - - - - - - - $__________________________

(Explanation of conclusion follows)

When only the value of the taking is being appraised, show the detailed breakdown below:

| | | |
|---|---|---|
| Land: | 16,000 sq. ft. at $.05 | $800 |
| | 46,000 sq. ft. ( lump sum ) | 10 |
| | | $810 |

# CHECK-OFF LIST

Many of these will have to be clarified with the owner. All can be.

| | IN TAKING | IN REMAINDER | NONE ON PROPERTY | COMMENTS |
|---|---|---|---|---|
| Patio | | | | |
| Planter | | | | |
| Lawn Sprinkler System | | | | |
| Rockery | | | | |
| Retaining Wall | | | | |
| Hedge | | | | |
| Fruit Trees | | | | |
| Ornamental Trees | | | | |
| Shade Trees | | | | |
| Fish Pond | | | | |
| Curbing | | | | |
| Fronts Graveled Road | | | | |
| Fronts Paved Road | | | | |
| Underground Water Pipes | | | | |
| Underground Gas Pipes | | | | |
| Underground Wiring | | | | |
| Underground Drain Tile | | | | |
| Underground Septic Tank | | | | |
| Underground Distribution Field | | | | |
| Underground Fuel Oil Tank | | | | |
| Ornamental Fencing | | | | |
| Change of Grade | | | | |
| Loss of off-street Parking | | | | |
| Community Driveways | | | | |
| Built-in Cook Stove | | | | |
| Built-in Garbage Disposal | | | | |
| Built-in Dish Washer | | | | |
| Kitchen Exhaust Ventilator | | | | |
| Bath Exhaust Ventilator | | | | |
| Shower in Bath | | | | |
| Shower Separate | | | | |
| Air Conditioning Equipment | | | | |
| Venetian Blinds | | | | |
| Wall to Wall Carpeting | | | | |
| Timber | | | | |
| Utility Fencing | | | | |
| Well | | | | |
| Spring | | | | |
| Irrigation System | | | | |
| Water Rights | | | | |
| Creek | | | | |
| Pond | | | | |
| Gullies | | | | |
| Brush Land | | | | |
| Stump Land | | | | |
| Rocky Land | | | | |
| Loss of Roadways | | | | |
| Easements | | | | |
| Leases | | | | |
| Railroad Right of Way | | | | |
| Transmission Right of Way | | | | |
| Pipe Line Right of Way | | | | |
| Sign Rentals in Right of Way | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

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FEB 7 1961
FORM E-26119

FOR FILING

F-129(10)

15976

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

NOTED
V. D. WOLFE

RECEIVED
FEB 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 3 1961
FOR FILING

F-129(10)

5976

2-2-61

6879

Mr. A. E. Hagglund, Assistant Secretary
Port of Bay City
2405 First Street
Tillamook, Oregon

Dear Mr. Hagglund:

Enclosed is a sketch map showing the approximate location of the proposed new highway between Garibaldi and Bay City as requested in your letter of January 12.

This line is in what we believe to be its final position from Hobsonville Point southerly to Bay City; however, the section northerly from Hobsonville Point to Garibaldi is still in question.

It would appear preferable to follow the shorter route; however, there seems to be a question of maintaining a prohibitively high bridge clearance for fishing boats. It will, therefore, be necessary to investigate the longer alternate lying upstream of the mooring basin, allowing a lower structure, before a determination can be made of the final alignment.

Very truly yours,

W. C. Williams
State Highway Engineer

Enc.
cc Forrest Cooper
Tom Edwards

ADO:jk ms

# PORT OF BAY CITY

GARIBALDI, OREGON

Address All Correspondence To:
2405 FIRST STREET
TILLAMOOK, OREGON

**Commissioners:**

~~Don M. Viles, President,~~
~~Box 68, Garibaldi, Oregon~~

W. L. Burdick, Vice President,
Box 303, Manhattan Beach, Oregon

E. W. Erickson, Treasurer,
Box 186, Garibaldi, Oregon

**Commissioners:**

F. J. Vermilyea, Secretary,
Route 1, Bay City, Oregon

M. T. Hoy, Commissioner,
Box 219, Garibaldi, Oregon

A. E. Hagglund, Assistant Secretary,
2405 First Street, Tillamook, Oregon

Jan. 12,1961

REFERRED TO
Edwards
by State Highway Engineer
Draft reply

State Highway Commission
Salem, Oregon.

Re: Relocation of highway between
Bay City and Garibaldi.

Gentlemen:

The Port of Bay City is very much interested in knowing the exact location of the proposed new highway #101 between Bay City and Garibaldi, Tillamook County, Oregon, and particularly where it is proposed to cross the Bay and the location through tne Baribaldi Boat Basin, South of the S. P. Railroad tracks at Garibaldi.

We would like to have a map or sketch showing this location, as our tenants holding lesaes in this area want to know, aswell as others asking us.

Yours very truly,

PORT OF BAY CITY

By: A. E. Hagglund
Assistant Secretary

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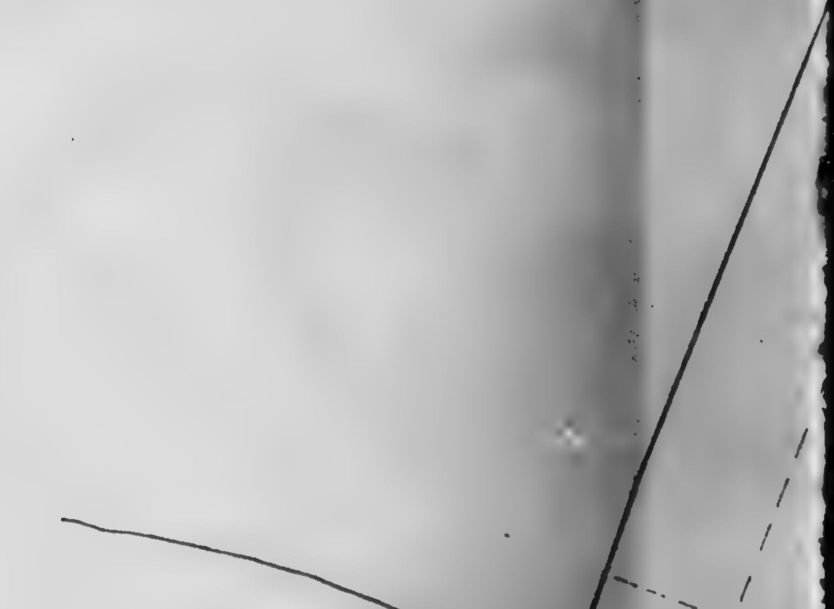
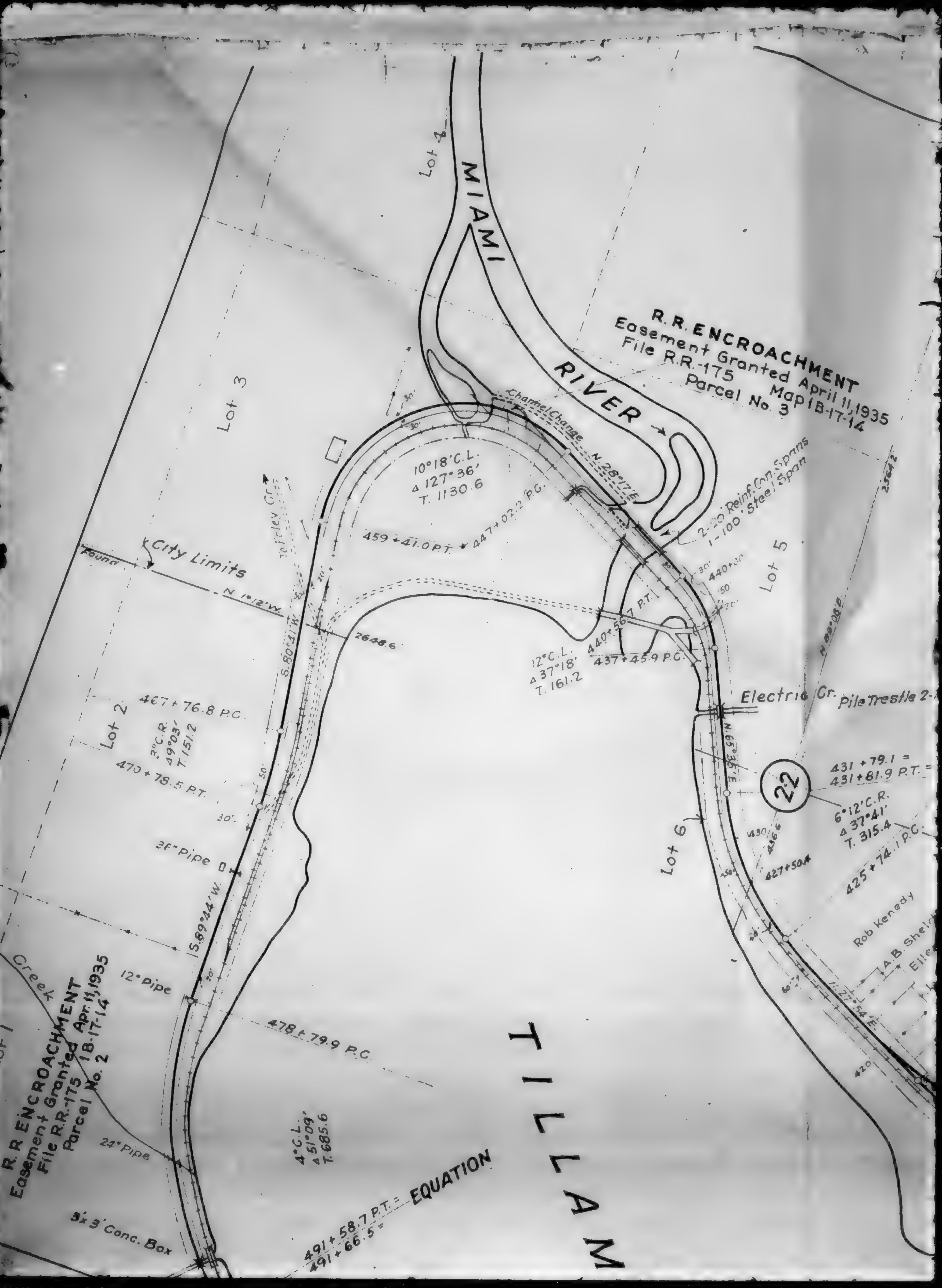
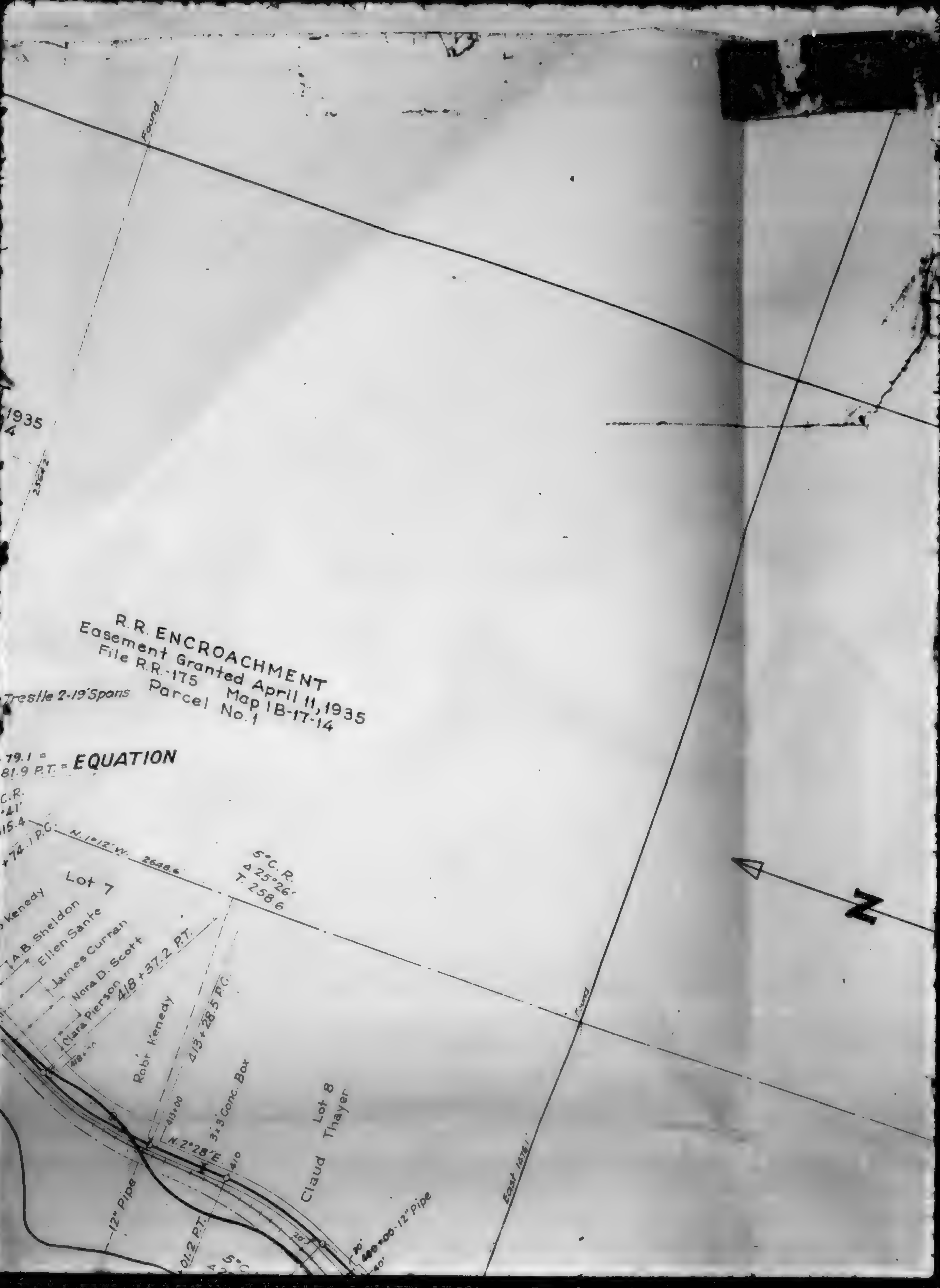
JAN 13 1961
OREGON
STATE HIGHWAY COMMISSION

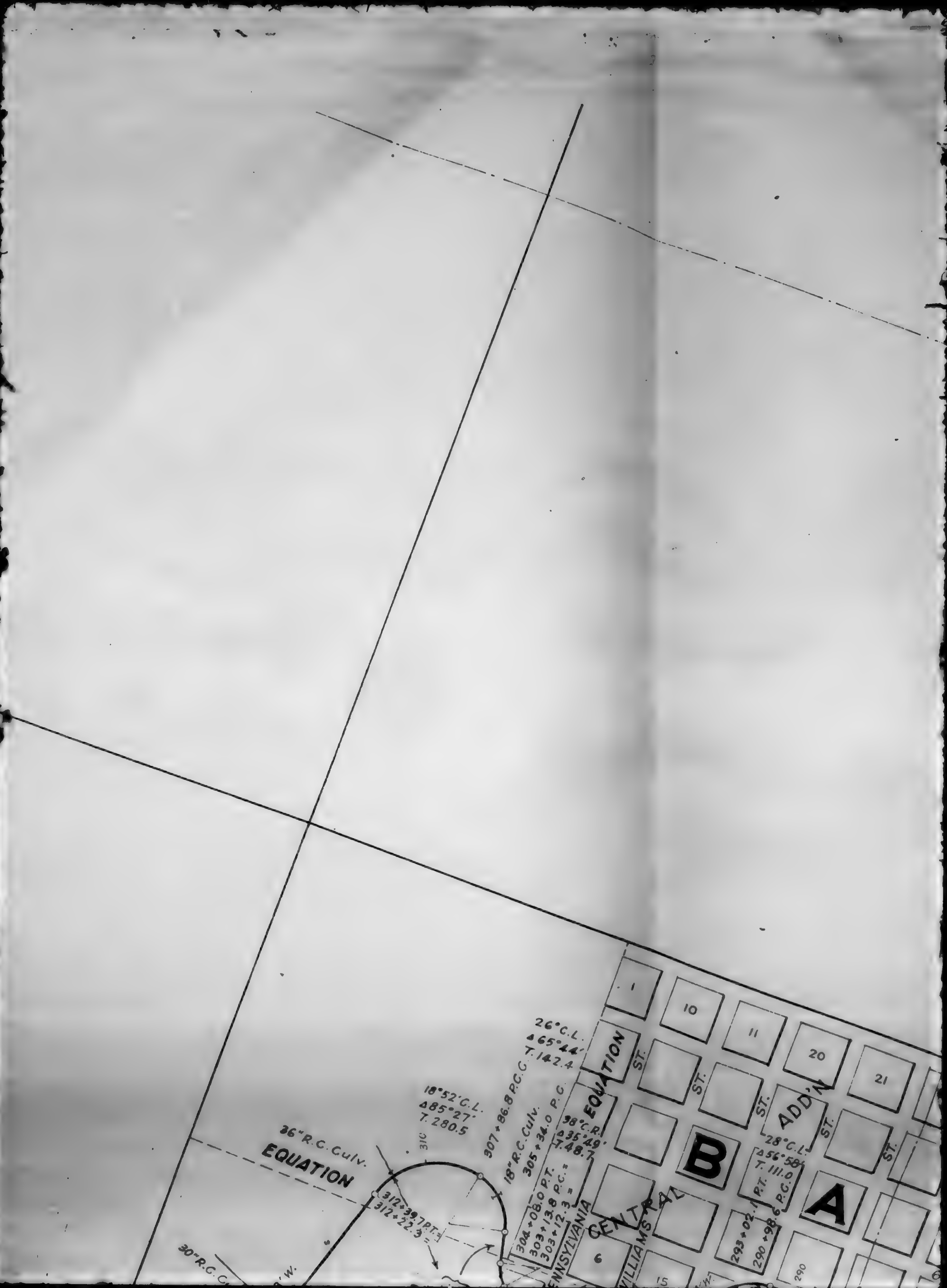

Creek
Lot 1
R.R. ENCROACH
Easement Grant
File B
See Drg. 1R-2-568

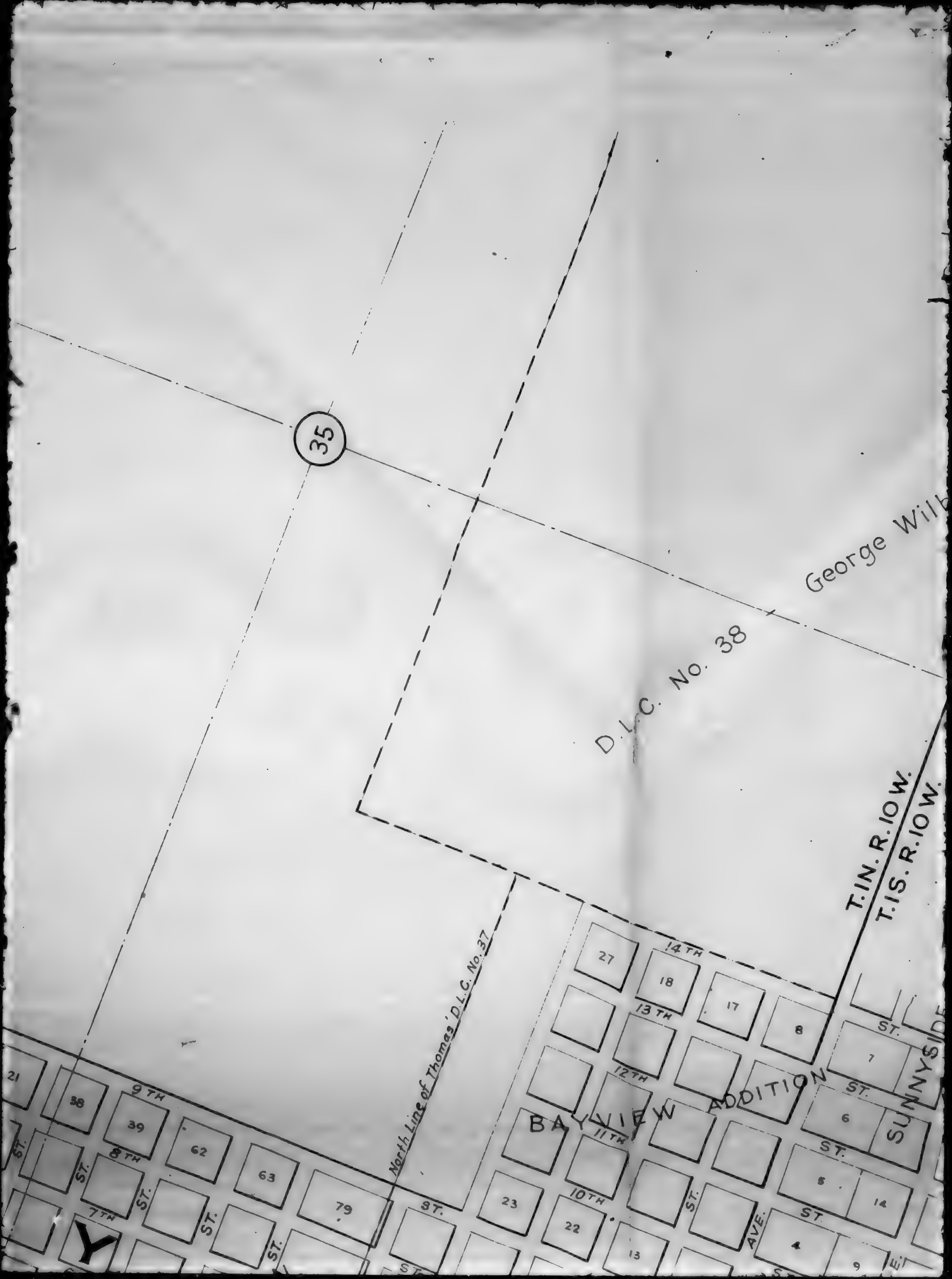
PRELIMINA
SUBJECT T

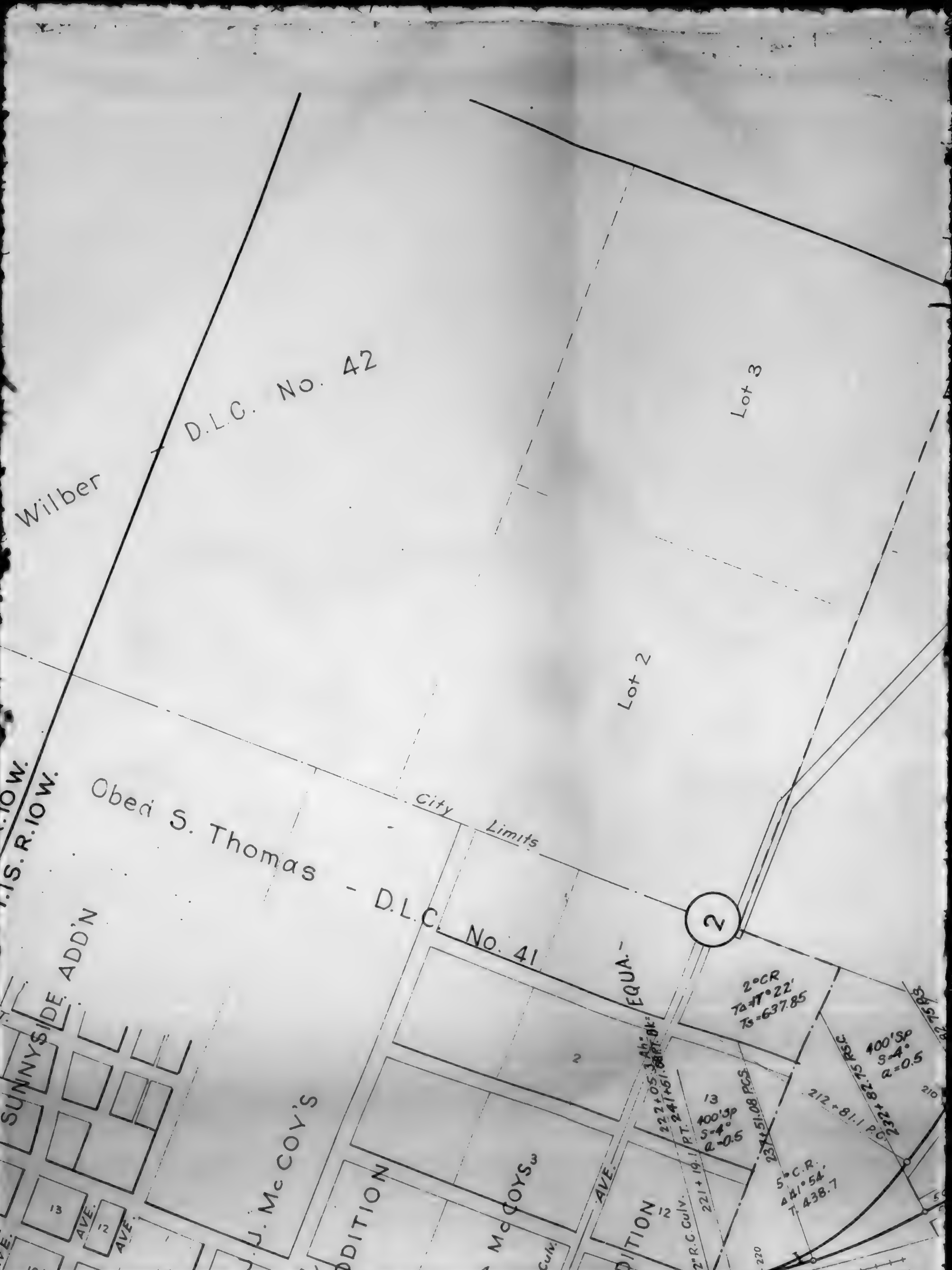

R.R. ENCROACHMENT
Easement Granted April 11, 1935
File R.R.-175 Map 1B-17-14
Parcel No. 3
MIAMI RIVER
Lot 2
Lot 3
Lot 5
Lot 6
Lot 2
Lot 1
Channel Change
N.28°17'E
10°18' C.L.
Δ 127°36'
T. 1130.6
459+41.0 P.T.
447+02.2 P.C.
To Foley Cr.
City Limits
Found
N 1°12' W.
S.80°41' W.
2648.6
2-20' Reinf. Con. Spans
1-100' Steel Span
440+00
440+56.7 P.T.
437+45.9 P.C.
12° C.L.
Δ 37°18'
T. 161.2
2564.2
N 89°08' E
Electric Cr.
Pile Trestle 2-
N.65°35'E
22
431+79.1 =
431+81.9 P.T. =
6°12' C.R.
Δ 37°41'
T. 315.4
425+74.1 P.C.
430
427+50
Rob Kenedy
A.B. Sheld
Elle
N.27°54'E.
420
467+76.8 P.C.
3° C.R.
Δ 9°03'
T. 151.2
470+78.5 P.T.
36" Pipe
S.89°44' W.
12" Pipe
478+79.9 P.C.
Creek
R.R. ENCROACHMENT
Easement Granted Apr. 11, 1935
File R.R.-175 1B-17-14
Parcel No. 2
4° C.L.
Δ 51°09'
T. 685.6
24" Pipe
EQUATION
491+58.7 P.T. =
491+66.5 =
5'x3' Conc. Box
TILLAM

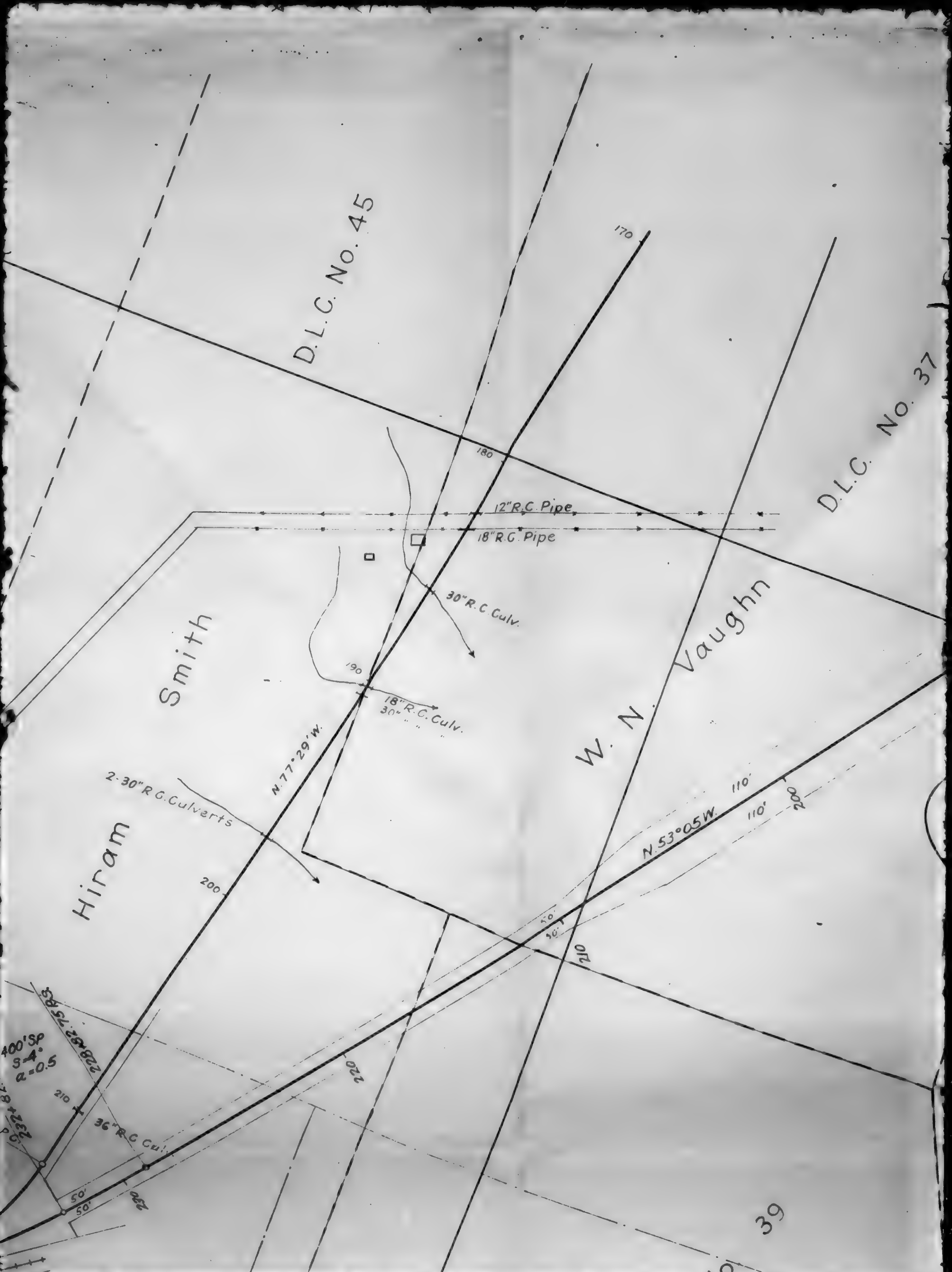

Found
1935
4
2564.2
R.R. ENCROACHMENT
Easement Granted April 11, 1935
File R.R.-175 Map 1B-17-14
Parcel No. 1
Trestle 2-19' Spans
+79.1 =
81.9 P.T. = EQUATION
C.R.
°41'
315.4
+74.1 P.C.
N. 1°12' W. 2648.6
5° C.R.
Δ 25°26'
T. 258.6
Lot 7
Kenedy
A.B. Sheldon
Ellen Sante
James Curran
Nora D. Scott
Clara Pierson
418 + 37.2 P.T.
Robt Kenedy
413 + 28.5 P.C.
413+00
3x3' Conc. Box
N. 2°28' E.
410
Lot 8
Claud Thayer
12" Pipe
01.2 P.T.
5° C.
20'
30'
40'
400+00-12" Pipe
East 1476.1
Found
N

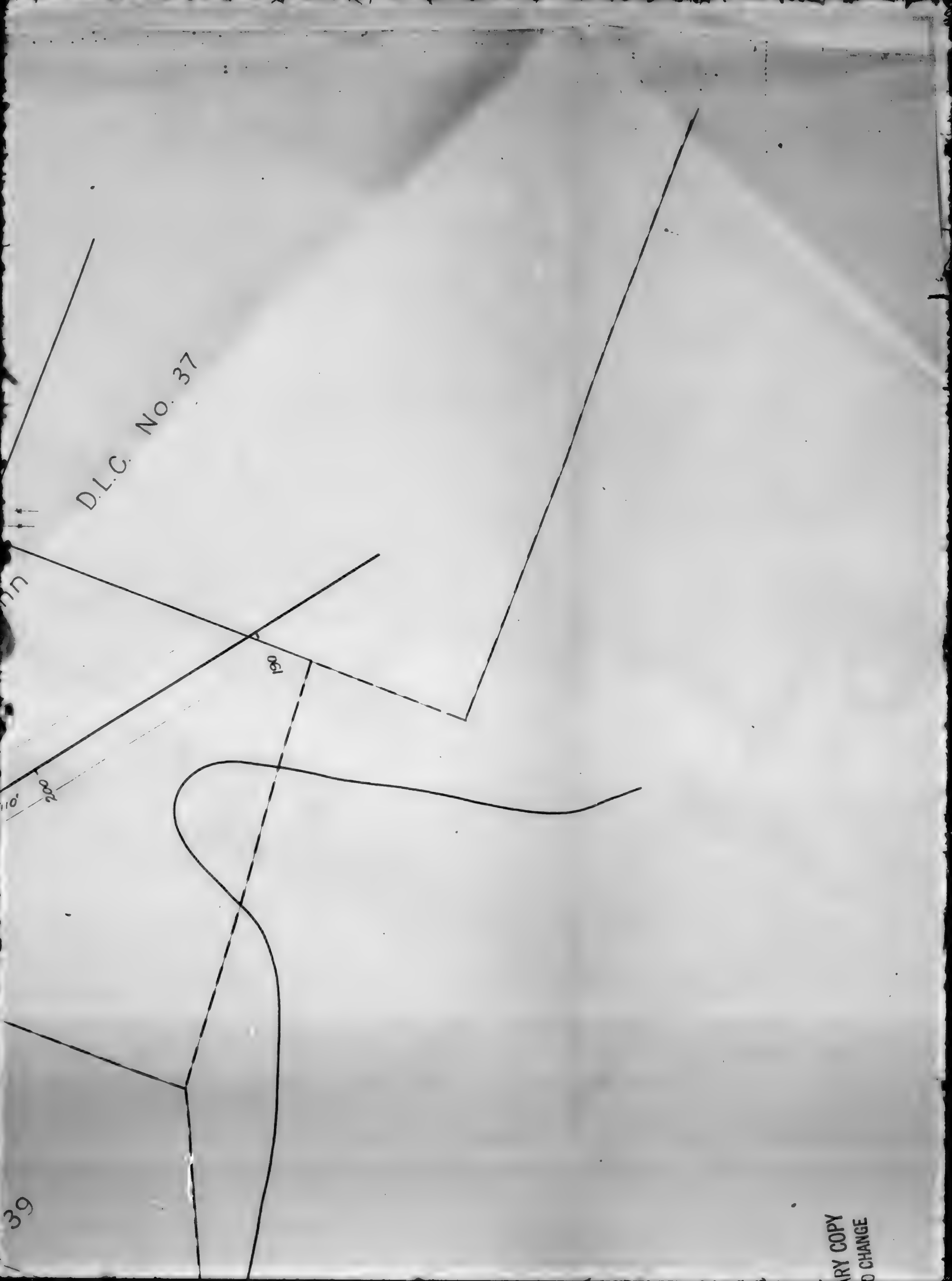
27


1
10
11
20
21
EQUATION
ST.
ST.
ST.
ADD'N
ST.
ST.
B
A
CENTRAL
WILLIAMS
ENNSYLVANIA
6
15
290
26°C.L.
Δ65°44'
T.142.4
18°52'C.L.
Δ85°27'
T.280.5
307+86.8 P.C.C.
18" R.C.Culv.
305+34.0 P.C.
98°C.R.
Δ35°49'
T.48.7
28°C.L.
Δ56°58'
T.111.0
293+02.1 P.T.
290+98.6 P.C.
304+08.0 P.T.
303+13.8 P.C.=
303+12.3 =
36" R.C.Culv.
EQUATION
310
312+39.7 P.T.=
312+22.3 =
30" R.C.C
W.

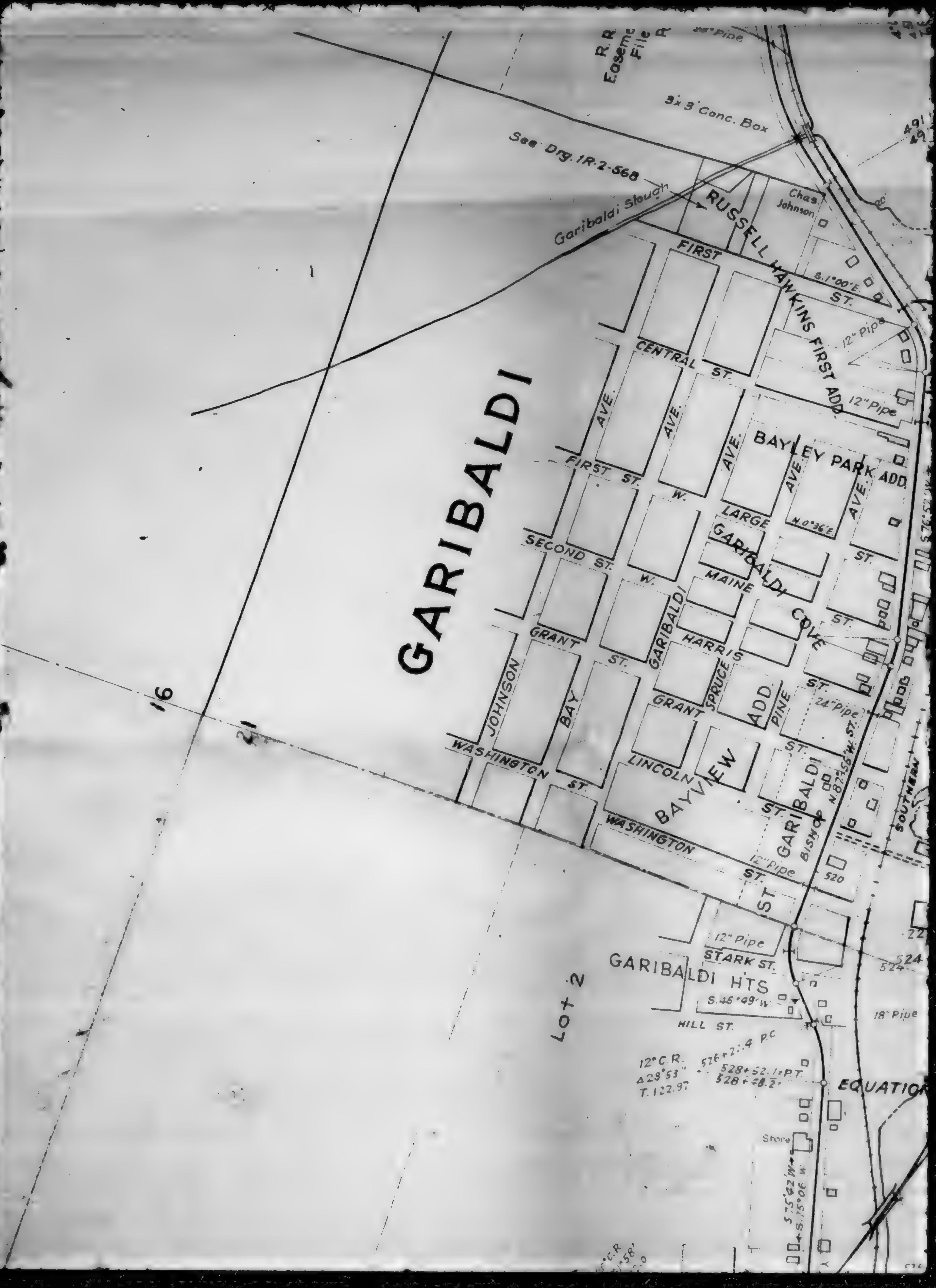

35
George Wilb
D.L.C. No. 38
T.1N. R.10W.
T.1S. R.10W.
North Line of Thomas' D.L.C. No. 37
BAYVIEW ADDITION
SUNNYSIDE
14TH
13TH
12TH
11TH
10TH
9TH
8TH
7TH
ST.
AVE.
27
18
17
8
7
6
5
14
4
9
13
22
23
79
63
62
39
38
21
Y

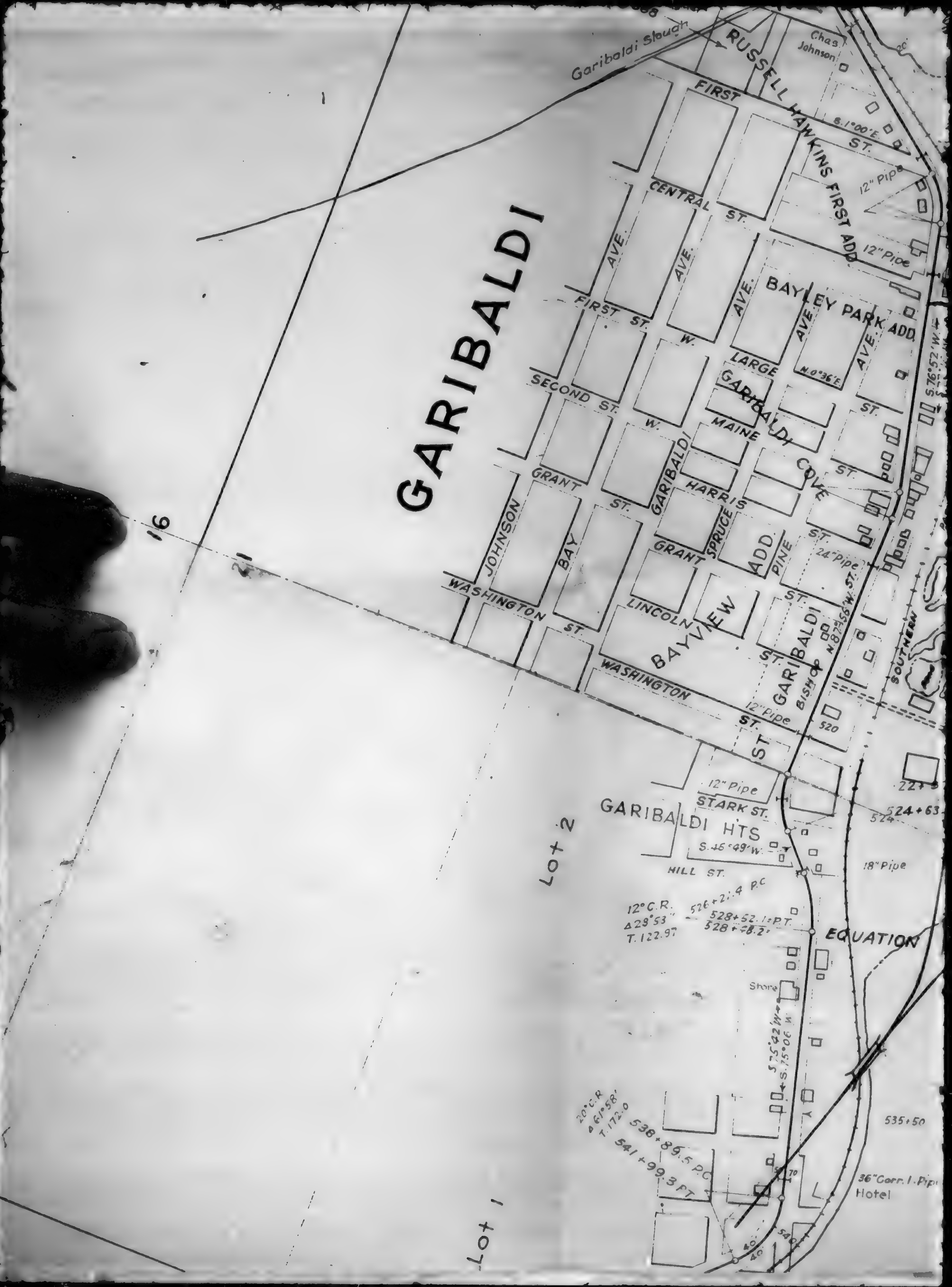

D.L.C. No. 42
Lot 3
Lot 2
Wilber
T.1S. R.10W.
R.10W.
Obed S. Thomas - D.L.C. No. 41
City Limits
2
EQUA.
SUNNYSIDE ADD'N
J. McCOY'S ADDITION
McCOY'S ADDITION
AVE.
2
13
12
10
2°CR
TΔ=17°22'
Ts=637.85
400'Sp
S-4°
a=0.5
13
400'Sp
S-4°
a=0.5
222+05.3 Ah.
PT. 241+51.08 Bk.
221+19.1 P.T.
237+51.08 P.C.S.
212+81.1 P.C.
232+82.75 P.S.C.
82.75 P.S.
5°C.R.
Δ41°54'
T. 438.7
12" R.C. Culv.
C. Culv.
210
220

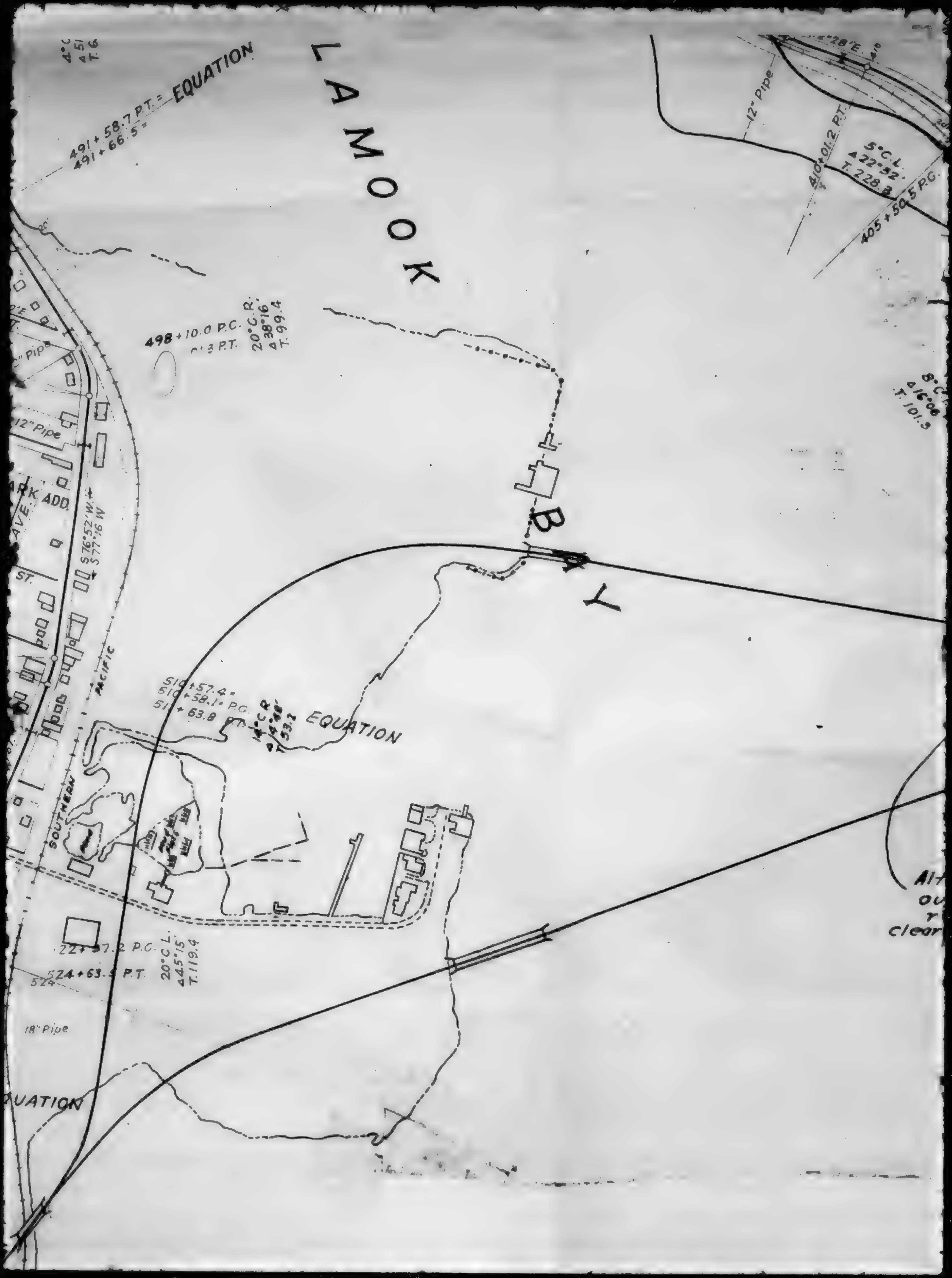

D.L.C. No. 45
D.L.C. No. 37
170
180
12" R.C. Pipe
18" R.C. Pipe
30" R.C. Culv.
190
18" R.C. Culv.
30" " " "
Smith
Hiram
W. N. Vaughn
N. 77° 29' W.
2-30" R.C. Culverts
200
N. 53° 05 W.
110'
110'
200
50'
50'
210
220
228+92.75 P.S.
400' Sp
S-4°
a=0.5
232+78
P.C.
210
36" R.C. Cul.
50'
50'
220
39
No

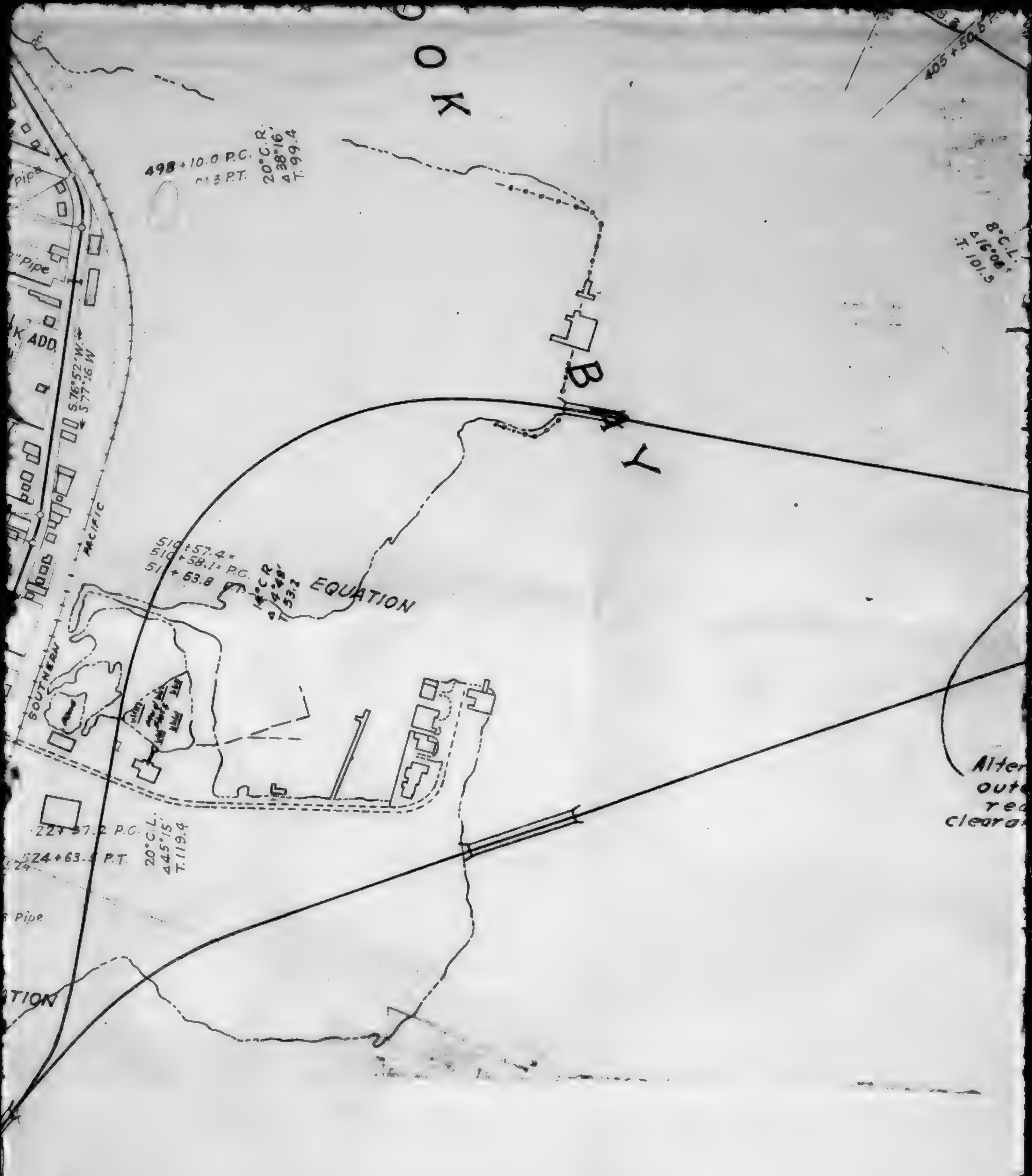

D.L.C. No. 37
nn
190
200
110'
39

ARY COPY
O CHANGE

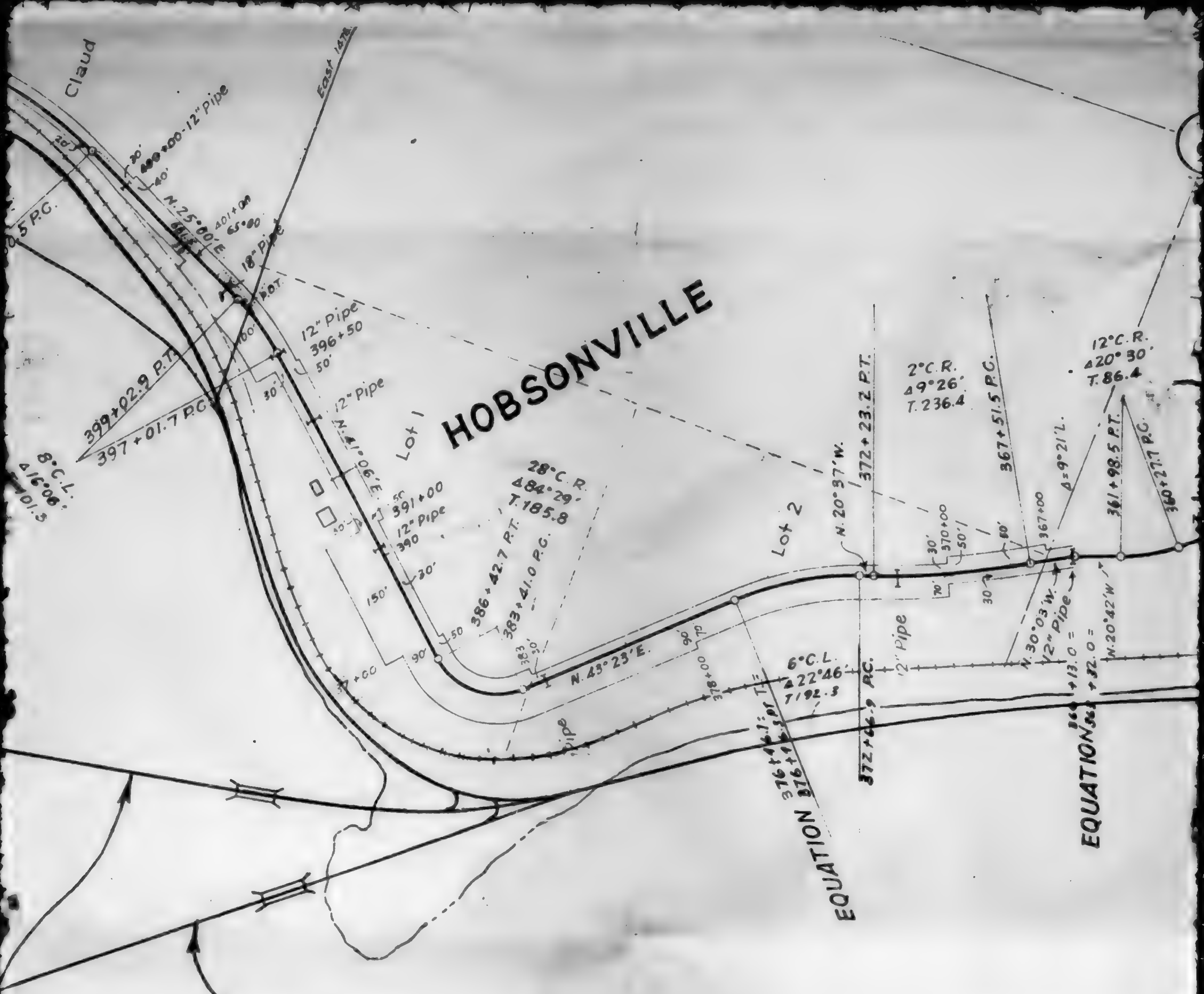

R.R. Easeme File R.
24" Pipe
3'x 3' Conc. Box
See Drg. 1R-2-568
Garibaldi Slough
RUSSELL HAWKINS FIRST ADD.
Chas. Johnson
FIRST ST.
S.1°00'E.
12" Pipe
CENTRAL ST.
12" Pipe
GARIBALDI
AVE.
AVE.
AVE.
AVE.
AVE.
BAYLEY PARK ADD.
FIRST ST. W.
LARGE ST.
N.0°36'E.
SECOND ST. W.
GARIBALDI COVE
MAINE ST.
HARRIS ST.
GRANT ST.
GARIBALDI
SPRUCE
ADD.
PINE
24" Pipe
GRANT ST.
JOHNSON
BAY
WASHINGTON ST.
LINCOLN ST.
BAYVIEW
ST.
GARIBALDI ST.
BISHOP
N.87°56'W.
S.76°52'W.
SOUTHERN
WASHINGTON ST.
12" Pipe
520
16
21
12" Pipe
STARK ST.
GARIBALDI HTS
S.46°49'W.
HILL ST.
18" Pipe
524
524
22
Lot 2
12° C.R.
Δ29°53'
T.122.97
526+21.4 P.C.
528+52.1 P.T.
528+58.2
EQUATION
Store
S.75°42'W.
S.75°06'W.
491
49


Garibaldi Slough
RUSSELL HAWKINS FIRST ADD.
Chas. Johnson
FIRST ST.
S.1°00'E.
12" Pipe
CENTRAL ST.
12" Pipe
GARIBALDI
AVE.
AVE.
AVE.
AVE.
AVE.
BAYLEY PARK ADD.
FIRST ST. W.
LARGE
N.0°36'E.
ST.
S.76°52'W.
SECOND ST. W.
GARIBALDI COVE
MAINE
ST.
GARIBALDI
HARRIS
GRANT ST.
JOHNSON
BAY
GRANT
SPRUCE
ADD.
PINE
ST.
24" Pipe
N.87°56'W. ST.
WASHINGTON ST.
LINCOLN
BAYVIEW
ST.
ST.
GARIBALDI ST.
BISHOP
SOUTHERN
WASHINGTON ST.
12" Pipe
520
16
21
12" Pipe
STARK ST.
22+
524+63
524
GARIBALDI HTS
S.46°49'W.
HILL ST.
18" Pipe
Lot 2
12° C.R.
Δ28°53'
T.122.97
526+21.4 P.C
528+52.1 P.T.
528+48.2
EQUATION
Store
S.75°42'W.
S.75°06'W.
535+50
20° C.R
Δ61°58'
T.172.0
538+89.5 P.C
541+99.3 P.T.
70
36" Corr. I. Pip
Hotel
Lot 1
540
40

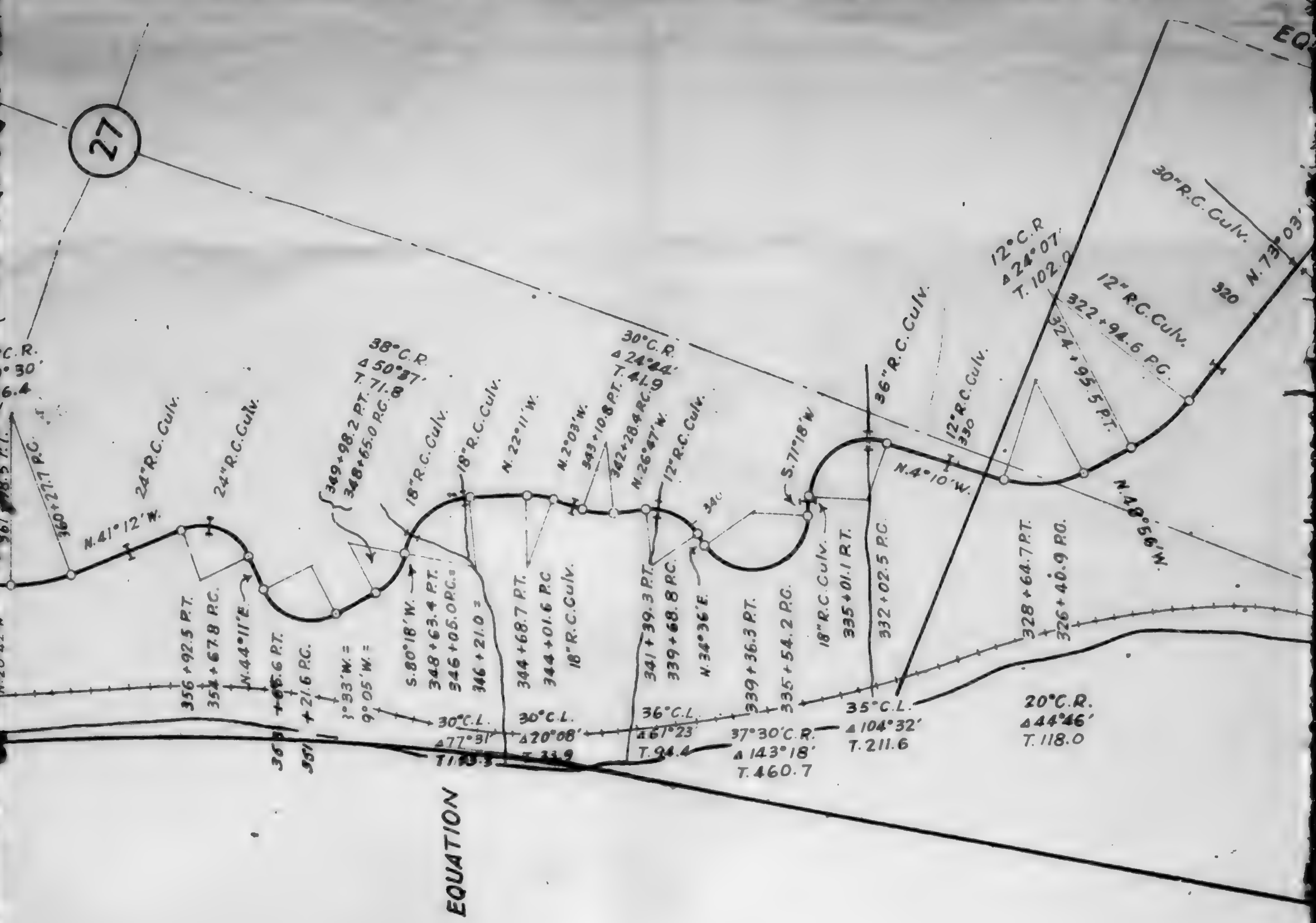

4°C
Δ51
T.6
491+58.7 P.T.=
491+66.5=
EQUATION
LAMOOK
2°28'E
410
12" Pipe
410+01.2 P.T.
5°C.L.
Δ22°32'
T.228.3
405+50.5 P.C.
498+10.0 P.C.
P.3 P.T.
20°C.R.
Δ38°16'
T.99.4
Pipe
12" Pipe
8°C.
Δ16°06'
T.101.3
ARK ADD.
AVE.
ST.
S.76°52'W.
S.77°16'W
BAY
PACIFIC
SOUTHERN
510+57.4=
510+58.1= P.C.
51 +63.8 P.T.
14°C.R
Δ14°48'
T.53.2
EQUATION
Alt
ou
r
clear
22+37.2 P.C.
524+63.3 P.T.
20°C.L.
Δ45°15'
T.119.4
524
18" Pipe
UATION

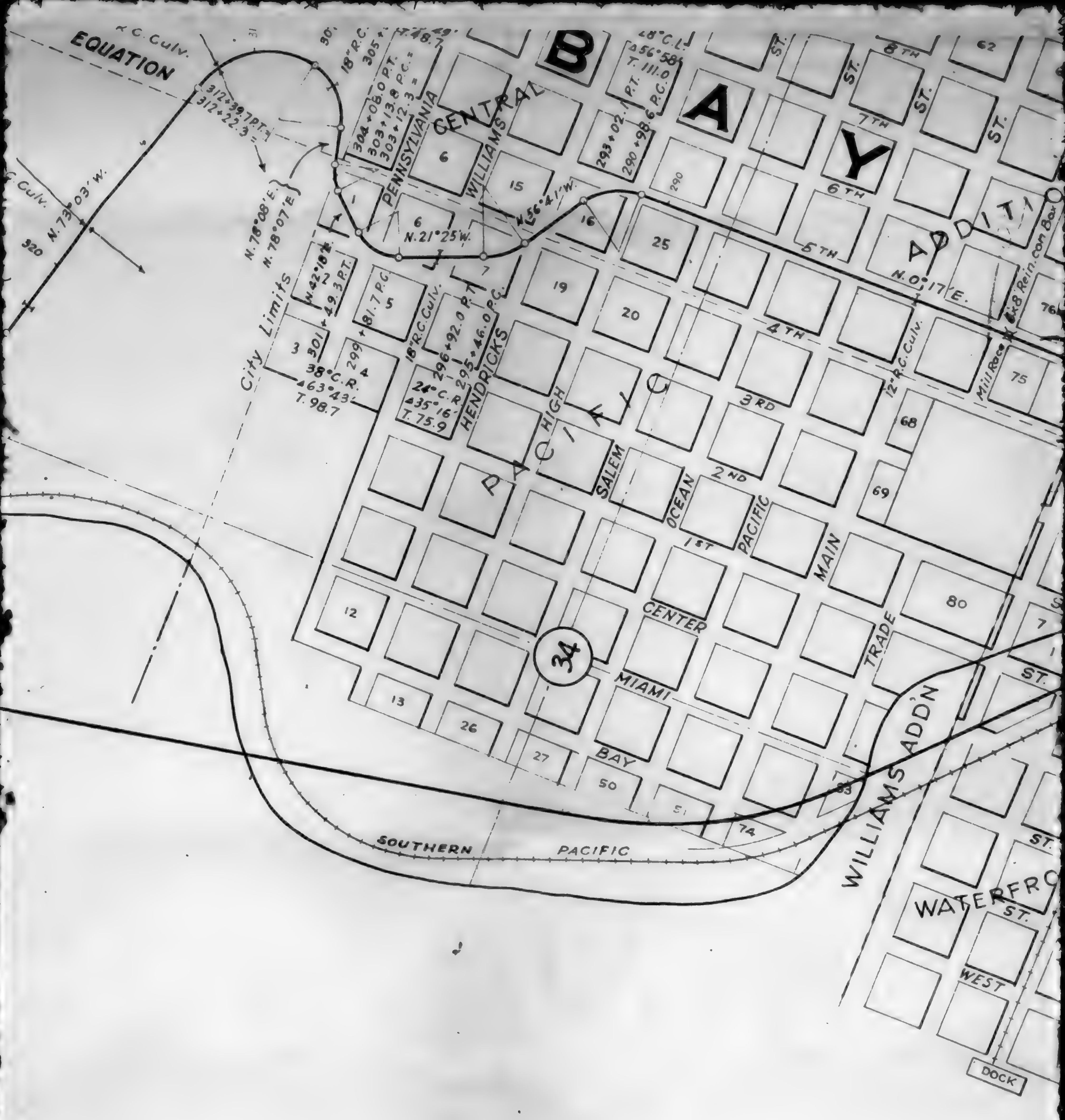

O K
B A Y
498+10.0 P.C.
513 P.T.
20°C.R.
Δ38°16'
T.99.4
Pipe
"Pipe
K ADD
S.76°52'W.
S.77°16'W.
PACIFIC
SOUTHERN
510+57.4=
510+58.1± P.C.
511+63.8 P.T.
14°C.R.
Δ4°48'
T.53.2
EQUATION
22+37.2 P.C.
524+63.3 P.T.
20°C.L.
Δ45°15'
T.119.4
8" Pipe
ATION
535+50
"Corr. I. Pipe
tel
405+50.5
8°C.L.
Δ16°00'
T.101.5
Alter
oute
rea
cleara

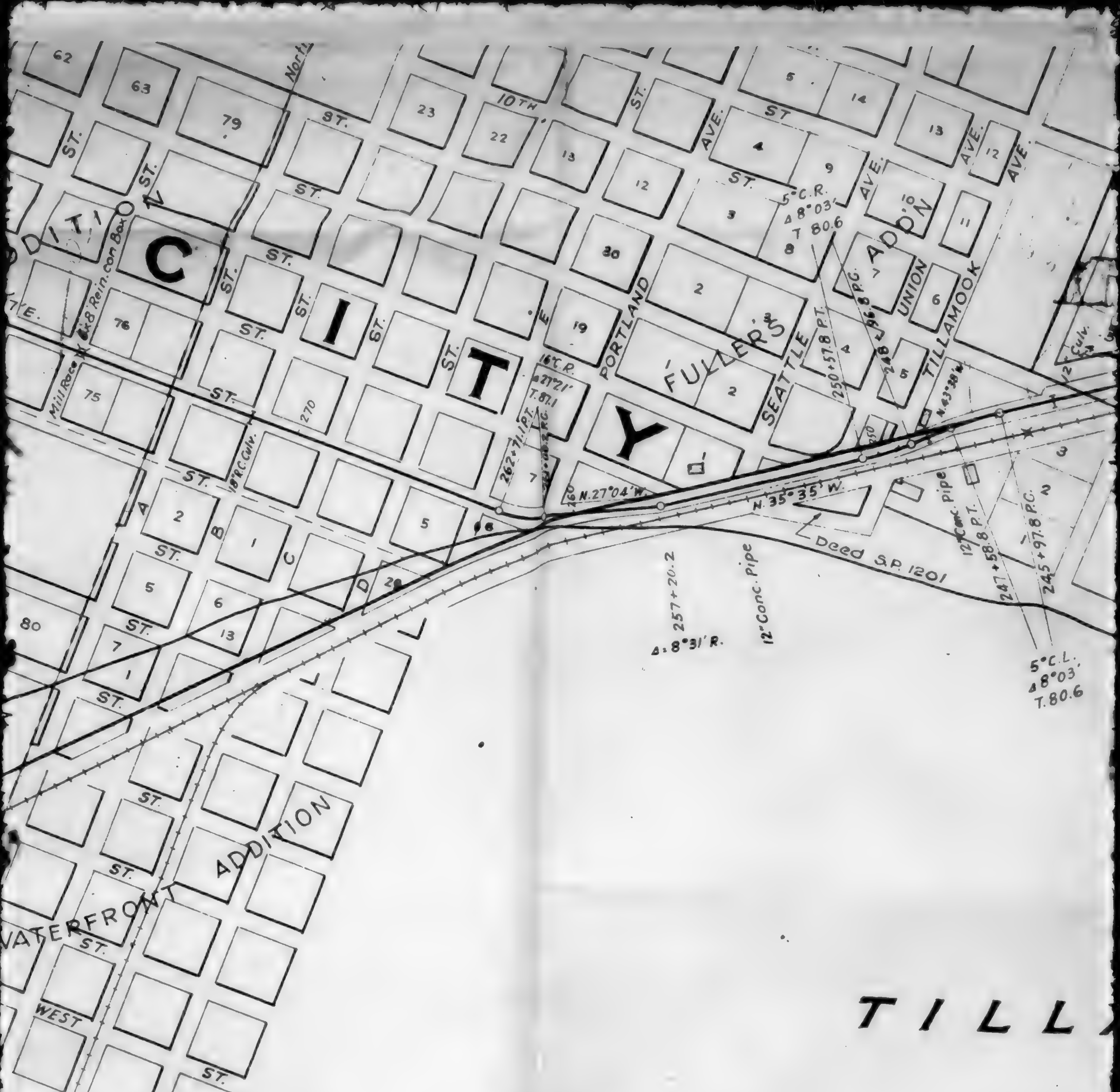
PRELIMINARY COPY
SUBJECT TO CHANGE


Claud
East 167
400+00-12" Pipe
20'
40'
N.25°00'E.
401+00
65°00
18" Pipe
P.O.T.
12" Pipe
396+50
50'
100'
30'
12" Pipe
399+02.9 P.T.
397+01.7 P.C.
8°C.L.
Δ16°00'
T.101.3
.5 P.C.
HOBSONVILLE
Lot 1
N.0°06'E.
391+00
12" Pipe
390
50
30'
20'
150'
90'
50
28°C.R.
Δ84°29'
T.185.8
386+42.7 P.T.
383+41.0 P.C.
383
N.43°23'E.
90'
70
378+00
377+00
Pipe
Lot 2
N.20°37'W.
372+23.2 P.T.
2°C.R.
Δ9°26'
T.236.4
367+51.5 P.C.
30'
370+00
50'
70'
30
80'
367+00
Δ=9°21'L.
12°C.R.
Δ20°30'
T.86.4
361+98.5 P.T.
360+27.7 P.C.
6°C.L.
Δ22°46'
T.192.3
372+26.9 P.C.
12" Pipe
N.30°03'W.
12" Pipe
N.20°42'W.
EQUATION 376+41.1 P.T. = 376+19.5 P.T.
EQUATION 362+13.0 = 362+32.0 =

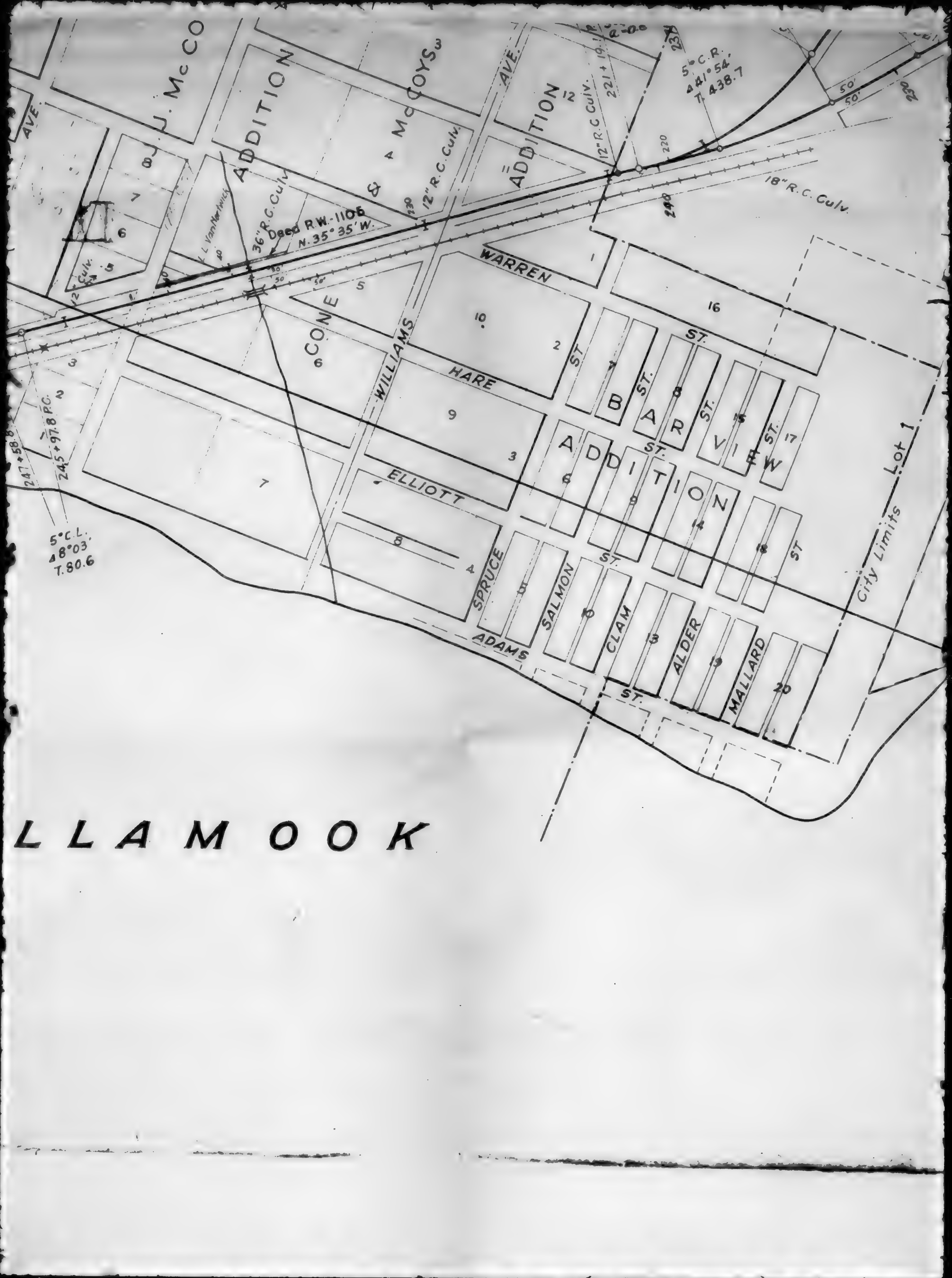
Note:
Alternate lines under study,
outer line preferable if
reasonable navagtion
clearance can be established

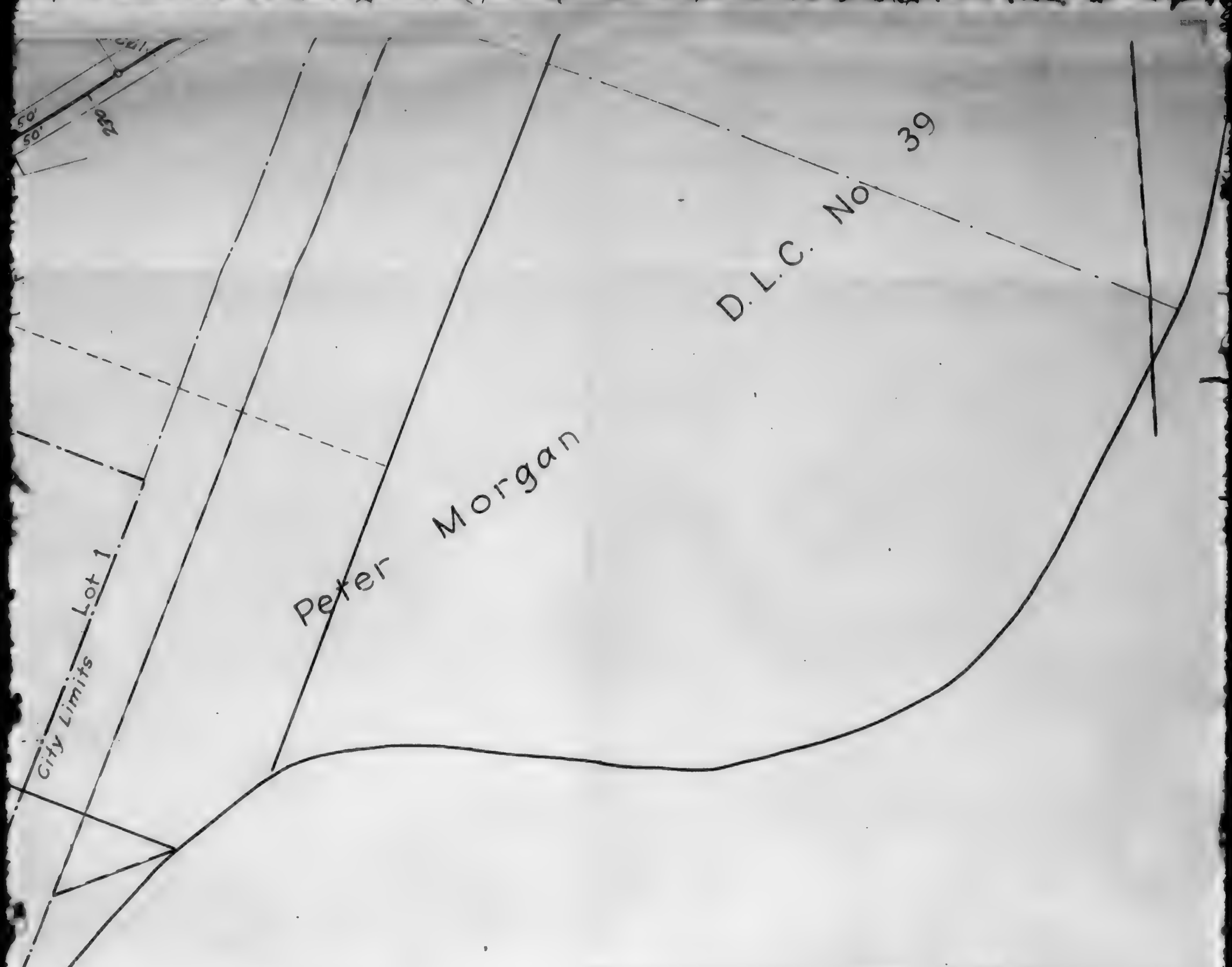

27
EQ
C.R.
30'
36.4
361 + 18.5 P.T.
360 + 27.7 P.C.
N.41° 12' W.
24" R.C. Culv.
24" R.C. Culv.
38° C.R.
Δ 50° 37'
T. 71.8
349 + 98.2 P.T.
348 + 65.0 P.C.
18" R.C. Culv.
18" R.C. Culv.
N.22° 11' W.
N.2° 03' W.
343 + 10.8 P.T.
342 + 28.4 P.C.
30° C.R.
Δ 24° 44'
T. 41.9
N.26° 47' W.
12" R.C. Culv.
340
S.71° 18' W
36" R.C. Culv.
12" R.C. Culv.
330
N.4° 10' W.
12° C.R
Δ 24° 07'
T. 102.0
324 + 95.5 P.T.
322 + 94.6 P.C.
12" R.C. Culv.
30" R.C. Culv.
320
N.73° 03'
N.48° 56' W.
N.20 42
356 + 92.5 P.T.
352 + 67.8 P.C.
N.44° 11' E.
+ 05.6 P.T.
+ 21.6 P.C.
3° 33' W. =
9° 05' W. =
S.80° 18' W.
348 + 63.4 P.T.
346 + 05.0 P.C. =
346 + 21.0 =
344 + 68.7 P.T.
344 + 01.6 P.C
18" R.C. Culv.
341 + 39.3 P.T.
339 + 68.8 P.C.
N.34° 36' E.
339 + 36.3 P.T.
335 + 54.2 P.C.
18" R.C. Culv.
335 + 01.1 P.T.
332 + 02.5 P.C.
328 + 64.7 P.T.
326 + 40.9 P.C.
36
351
30° C.L.
Δ 77° 31'
T. 113.3
30° C.L.
Δ 20° 08'
T. 33.9
36° C.L.
Δ 61° 23'
T. 94.4
37° 30' C.R.
Δ 143° 18'
T. 460.7
35° C.L.
Δ 104° 32'
T. 211.6
20° C.R.
Δ 44° 46'
T. 118.0
EQUATION

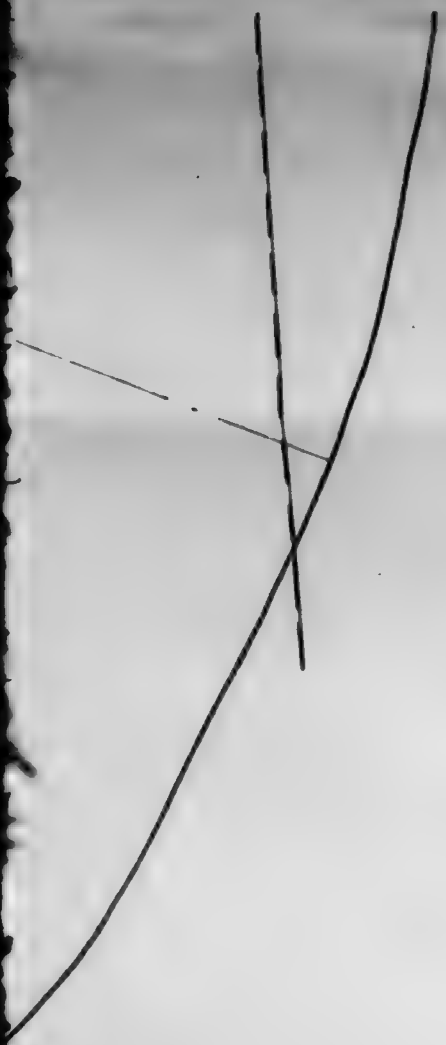

EQUATION
C. Culv.
C. Culv.
N.73°03'W.
320
312+39.7 P.T.
312+22.3
N.78°08'E.
N.78°07'E.
City Limits
18" R.C.
305+
T.48.7
304+08.0 P.T.
303+13.8 P.C.
303+12.3
PENNSYLVANIA
CENTRAL
WILLIAMS
B
A
Y
ADDITIO
28° C.L.
Δ56°58'
T.111.0
293+02.1 P.T.
290+98.6 P.C.
290
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
ST.
62
6
15
1
6
N.21°25'W.
N.56°41'W.
16
25
7
N.42°18'E.
2
301+49.3 P.T.
3
299+81.7 P.C.
5
4
38° C.R.
Δ63°43'
T.98.7
18" R.C. Culv.
296+92.0 P.T.
295+46.0 P.C.
24° C.R.
Δ35°16'
T.75.9
HENDRICKS
19
20
HIGH
PACIFIC
SALEM
OCEAN
PACIFIC
MAIN
TRADE
CENTER
MIAMI
BAY
N.0°17'E.
12" R.C. Culv.
Mill Race
6x8 Rein. con. Box
76
75
68
69
80
12
13
26
27
50
51
74
83
7
34
SOUTHERN PACIFIC
WILLIAMS ADD'N
WATERFRO
WEST
DOCK



CITY
FULLER'S ADD'N
WATERFRONT ADDITION
TILL
10TH ST.
PORTLAND AVE.
SEATTLE AVE.
UNION AVE.
TILLAMOOK AVE.
WEST ST.
A
B
C
D
E
DOCK
Mill Race
6x8 Rein. con Box
18"R.C.Culv.
16°C.R.
Δ 27°21'
T. 87.1
262+71.1 P.T.
N.27°04'W.
N.35°35'W.
Deed S.P. 1201
257+20.2
Δ 8°31' R.
12" Conc. Pipe
5°C.R.
Δ 8°03'
T 80.6
250+57.8 P.T.
248+96.8 P.C.
N.43°28'W.
247+58.8 P.T.
245+97.8 P.C.
5°C.L.
Δ 8°03'
T. 80.6
62
63
79
23
22
13
12
30
19
2
3
4
5
14
13
12
9
8
7
6
76
75
270
1
5
6
7
13
80
28


J. McCOYS ADDITION
McCOYS ADDITION
CONE
AVE.
AVE.
12" R.C. Culv.
36" R.C. Culv.
Deed R.W.-1105
N. 35° 35' W.
L. Van Nortwick
18" R.C. Culv.
221+10.1
5° C.R.
Δ 41° 54'
T. 438.7
WARREN
HARE
ELLIOTT
WILLIAMS
SPRUCE
SALMON
CLAM
ALDER
MALLARD
ADAMS
ST.
BAY VIEW ADDITION
City Limits
Lot 1
247+58.8
245+97.8 P.C.
5° C.L.
Δ 8° 03'
T. 80.6
LLAMOOK


50'
50'
230
D.L.C. No 39
Peter Morgan
Lot 1
City Limits
BAY



PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
MAR 13 1961
FORM E-30 50M 2-60 26118
FOR FILING

F-129(11)

13976

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1961

SUBJECT: Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above-entitled agreement, prepared in response to your request of January 17, 1961. It is understood County and City Relations will provide the necessary map exhibits.

Additional copies are available in this office.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
Attachments (6)

RECEIVED
JAN 26 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JAN 23 1961
FOR FILING

FORM E-30 50M 7 60 23385

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1961

SUBJECT: Permit
Tillamook Bay
Garibaldi-Bay City Section

To:

Mr. G. S. Paxson
Ass't State Highway Engineer
BUILDING

Herewith, the original of Permit from the Army of Engineers covering the placing of embankment in Tillamook Bay on the Garibaldi-Bay City section of the Oregon Coast Highway.

Copies of this Permit have been furnished to, Division Engineer, Walker and a copy retained for our files.

Tom Edwards
Construction Engineer

by Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:db

Encl.

cc: J. D. Walker

RECEIVED
JAN 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Edwards
State Highway Engineer

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Tillamook Bay-Fills)-2.

9 January 1961

Oregon State Highway Department

Salem, Oregon

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. Ragsdale
T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 9 January 1961

NPP FL 84
Apr 60

DIVISION
RECEIVED
JAN 1
NOTED-- ☐ ☑ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
JAN 11 1961
OREGON
STATE HIGHWAY COMMISSION

Pease

Check w/ Div. see if they have copy.

# DEPARTMENT OF THE ARMY

NPPKW-1.4 NPP 285/70a(Tillamook Bay-Fills)-2.

**Note.**—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.) 16—13166-2

## PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland 5, Oregon.
9 January, 1961.

Oregon State Highway Department

Salem, Oregon

Gentlemen:

Referring to written request dated 16 December 1960,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to construct a highway fill,
(Here describe the proposed structure or work.)

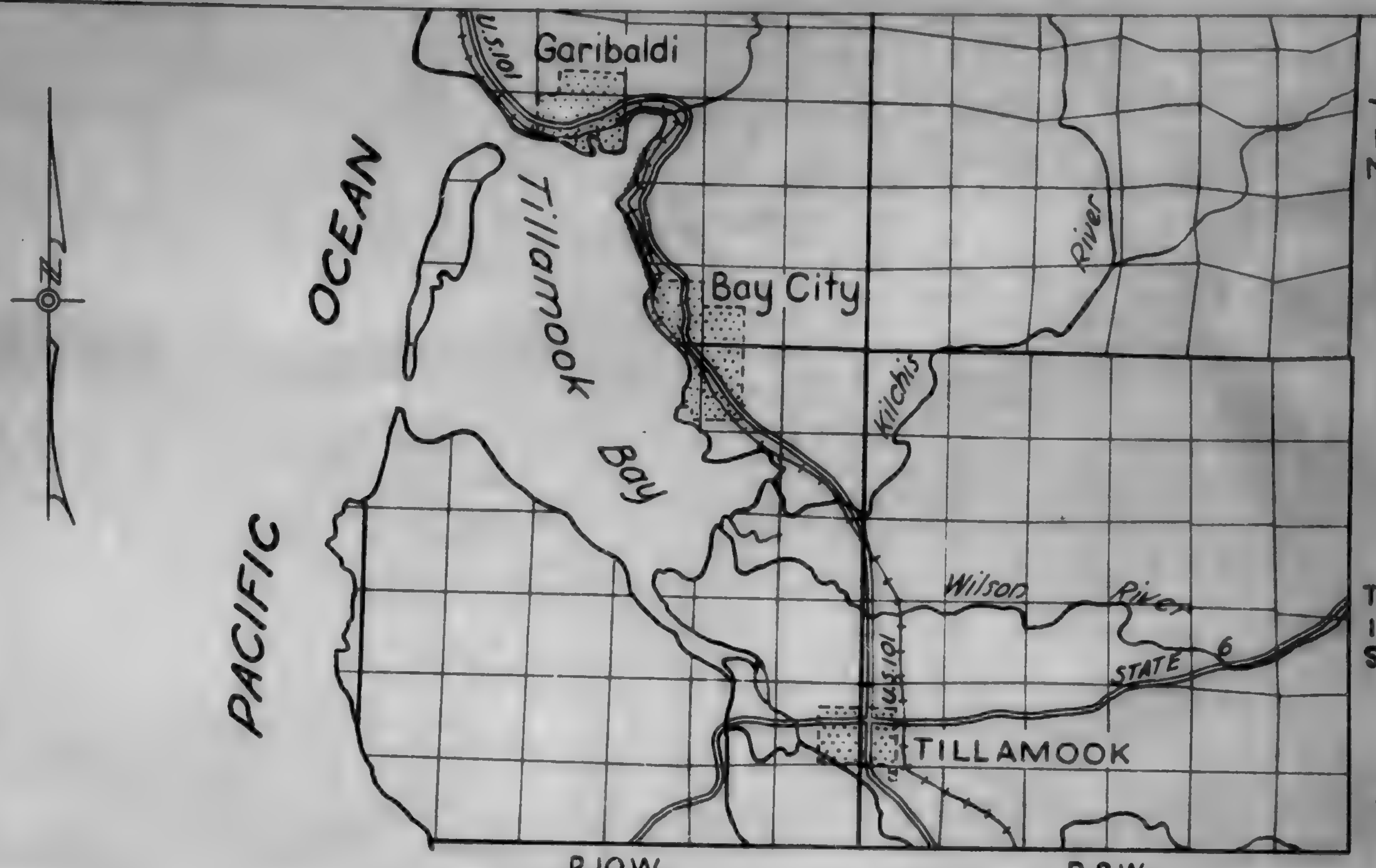
in Tillamook Bay,
(Here to be named the river, harbor, or waterway concerned.)

~~at~~ between Garibaldi and Bay City, Oregon,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)

"NPP 285/70a(Tillamook Bay-Fills)-2/1," ")-2/2," ")-2/3," and ")-2/4,"

subject to the following conditions:


Garibaldi
U.S.101
OCEAN
Tillamook
Bay
Bay City
River
Kilchis
T.1N.
PACIFIC
Wilson
River
STATE 6
U.S.101
TILLAMOOK
T.1S.
R.10W.
R.9W.

Location Map
Scale: ½" = 1 mile

OREGON STATE HIGHWAY DEPARTMENT

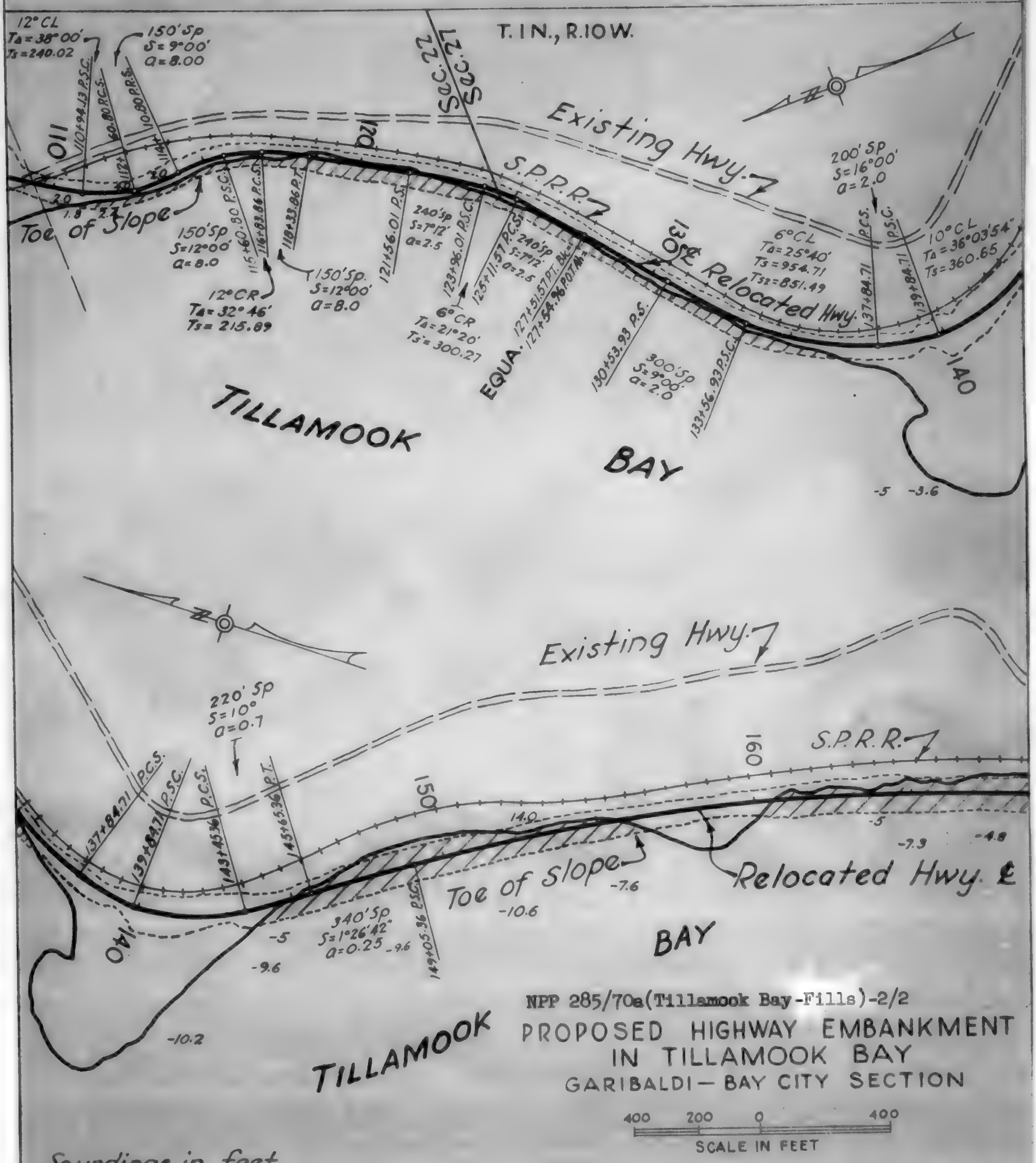
# PROPOSED EMBANKMENT IN TILLAMOOK BAY

## GARIBALDI - BAY CITY SECTION

OREGON COAST HIGHWAY
TILLAMOOK COUNTY
OREGON
DEC.1960

NPP 285/70a(Tillamook Bay-Fills)-2/1

Sheet 1 of 4


T. I N., R. I0 W.
12° CL
TΔ = 38°00'
Ts = 240.02
150' Sp
S = 9°00'
a = 8.00
110
110+94.13 P.S.C.
60.80 P.C.S.
10.80 P.R.S.
Sec. 22
Sec. 27
120
Existing Hwy. 7
S.P.R.R.
2.0
1.8
2.2
Toe of Slope
150' Sp
S = 12°00'
a = 8.0
115+60.80 P.S.C.
116+83.86 P.C.S.
118+33.86 P.T.
12° CR
TΔ = 32°46'
Ts = 215.89
150' Sp.
S = 12°00'
a = 8.0
121+56.01 P.S.
240' Sp
S = 7°12'
a = 2.5
123+96.01 P.S.C.
125+11.57 P.C.S.
240' Sp
S = 7°12'
a = 2.5
6° CR
TΔ = 21°20'
Ts = 300.27
EQUA. 127+51.57 PT. Bk.
127+54.96 P.O.T. Ah.
130
℄ Relocated Hwy.
130+53.93 P.S.
300' Sp
S = 9°00'
a = 2.0
133+56.93 P.S.C.
6° CL
TΔ = 25°40'
Ts = 954.71
Ts2 = 851.49
200' Sp
S = 16°00'
a = 2.0
P.C.S.
P.S.C.
137+84.71
139+84.71
10° CL
TΔ = 36°03'54"
Ts = 360.65
140
TILLAMOOK
BAY
-5
-3.6
Existing Hwy. 7
220' Sp
S = 10°
a = 0.7
137+84.71 P.C.S.
139+84.71 P.S.C.
143+45.36 P.C.S.
145+65.36 P.T.
150
160
S.P.R.R.
14.0
-5
-7.3
-4.8
Toe of Slope
-7.6
Relocated Hwy. ℄
-10.6
140
340' Sp
S = 1°26'42"
a = 0.25
149+05.36 P.S.C.
-5
-9.6
-9.6
BAY
-10.2
TILLAMOOK
400
200
0
400
SCALE IN FEET

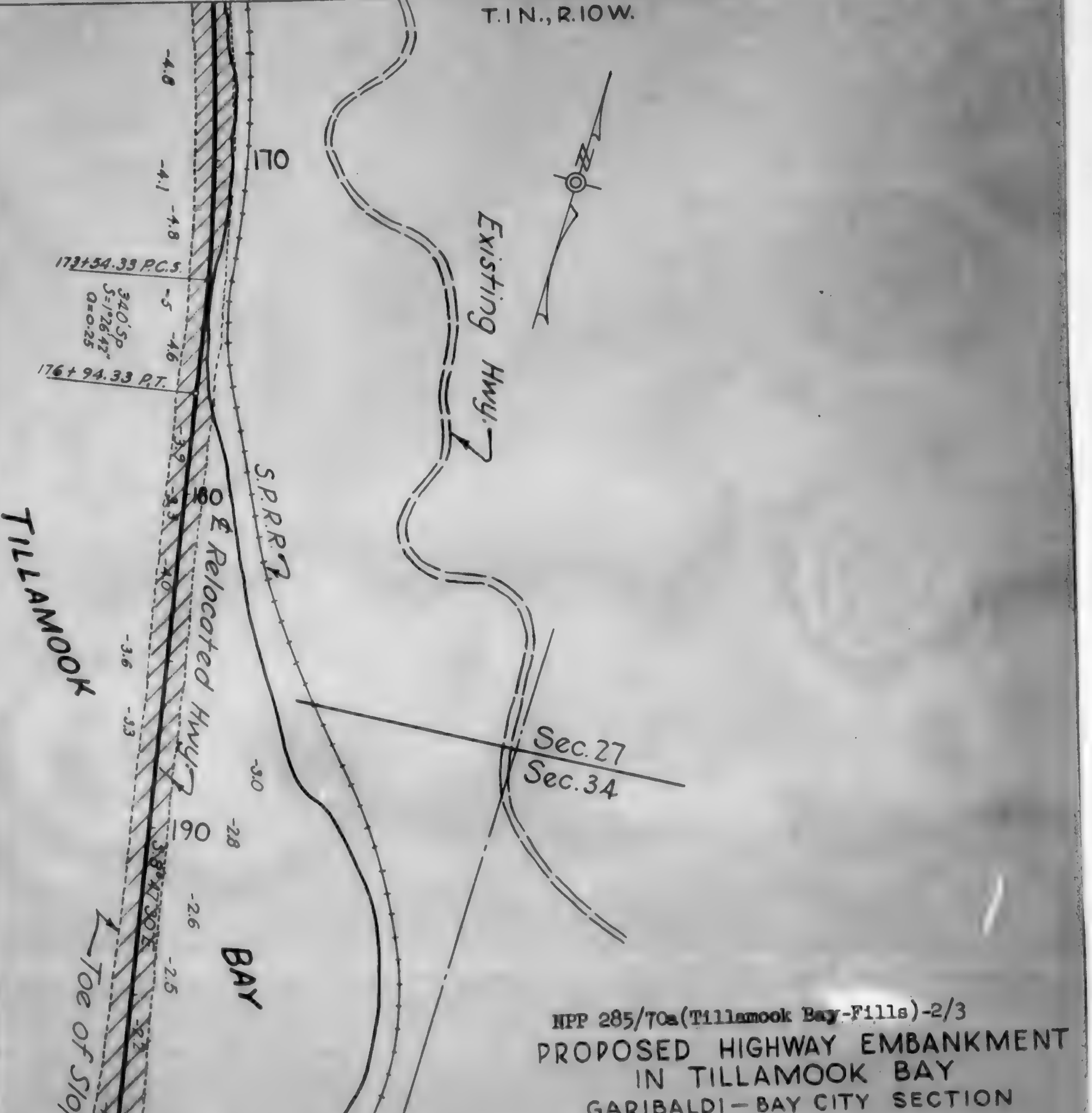
NPP 285/70a(Tillamook Bay-Fills)-2/2

# PROPOSED HIGHWAY EMBANKMENT IN TILLAMOOK BAY

## GARIBALDI — BAY CITY SECTION

Soundings in feet
from O.S.H.D. data.

Sheet 2 of 4

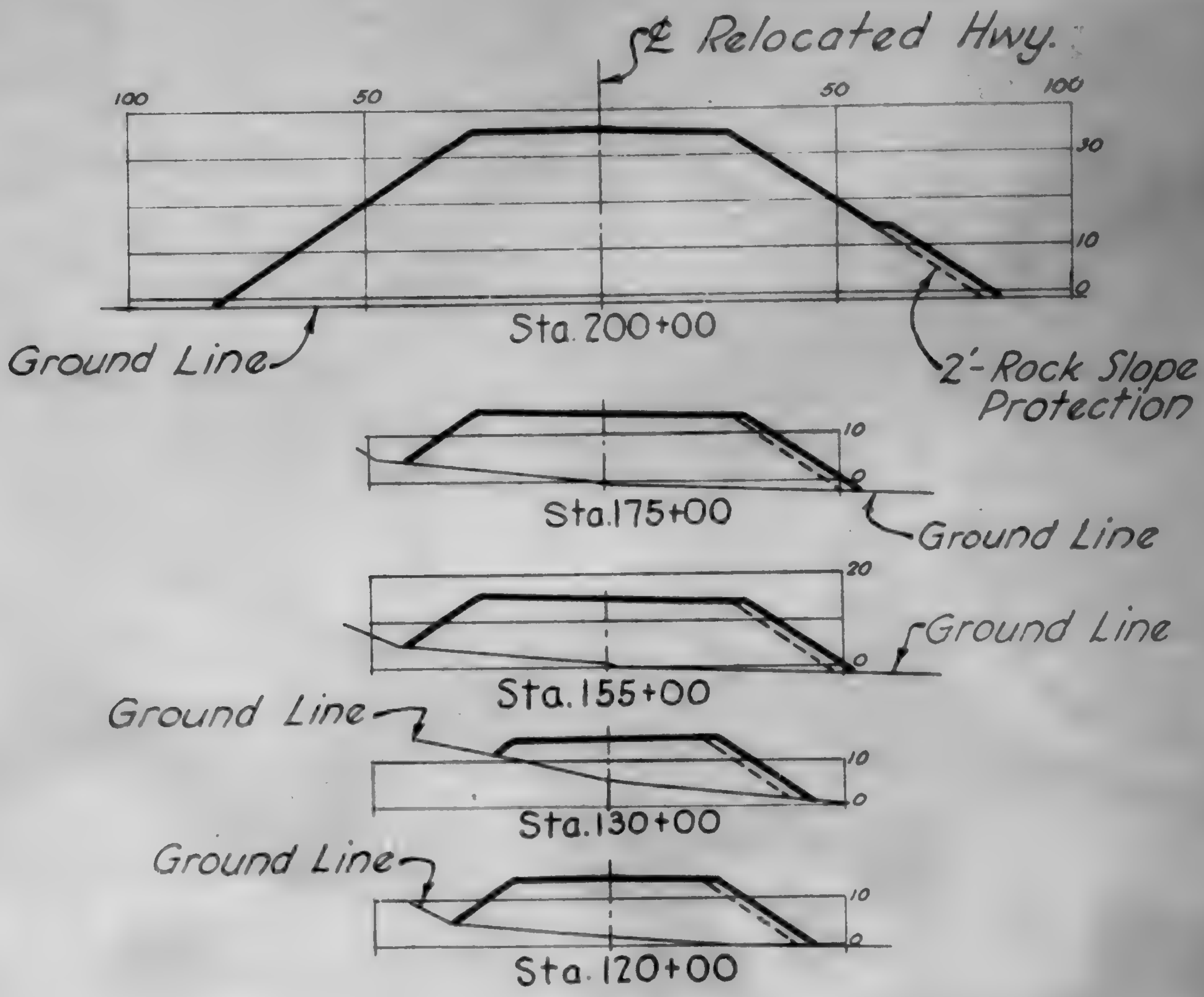

T.1 N., R.10 W.
170
180
190
200
-4.8
-4.1
-4.8
173+54.33 P.C.S.
340'S.P.
S=1°26'42"
Q=0.25
-5
-4.6
176+94.33 P.T.
-3.9
-3.3
-4.0
-3.6
-3.3
-3.0
-2.8
-2.6
-2.5
3°8'47"30"
TILLAMOOK
BAY
℄ Relocated Hwy.
S.P.R.R.
Existing Hwy.
Sec. 27
Sec. 34
Toe of Slope
Larson Cr.
400
200
0
400
SCALE IN FEET

NPP 285/70a(Tillamook Bay-Fills)-2/3

PROPOSED HIGHWAY EMBANKMENT
IN TILLAMOOK BAY
GARIBALDI – BAY CITY SECTION

Soundings in feet from O.S.H.D. data.

Sheet 3 of 4


℄ Relocated Hwy.
100
50
50
100
30
10
0
Ground Line
Sta. 200+00
2'-Rock Slope Protection
10
0
Sta. 175+00
Ground Line
20
0
Ground Line
Sta. 155+00
Ground Line
10
0
Sta. 130+00
Ground Line
10
0
Sta. 120+00

TYPICAL SECTIONS
GARIBALDI - BAY CITY SECTION

NPP 285/70a(Tillamook Bay-Fills)-2/4

Sheet 4 of 4

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1963, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

By T W Ragsdale
T. W. RAGSDALE
Chief, Operations Division

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.
EM 1145-2-303

U. S. GOVERNMENT PRINTING OFFICE 16—13169-5

RECEIVED
JAN 19 1961
FOR FILING

F-129[illegible]

5776

Salem, Oregon
January 19, 1961

Mr. Tom Edwards

Herewith copy of a letter from the Crown Zellerbach Corporation concerning a log dump in Tillamook Bay on the Bay City-Garibaldi Section.

You will note that they ask a conference with us. You have a copy of the letter from the Corps of Engineers concerning the matter. Will you please handle what is necessary concerning it.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, 4, OREGON

January 17, 1961

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to our recent communication with the Corps of Engineers with respect to Tillamook Bay-Fills, file No. NPPKW-1.4, NPP 285/70a(Tillamook Bay-Fills)-2. As indicated in our letter to the Corps of Engineers dated January 11, 1961 it is anticipated that our Corporation will construct a log truck dumping and rafting facility some time in the future and we are consequently quite concerned about any highway project which might interfere with our use of this property.

We would appreciate having an opportunity to discuss this matter with you at your convenience.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By W. W. Locke
Supervisor
Land & Tax Department

WWLocke/H

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JAN 1 8 1961
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

RECEIVED

FOR FILING

Coast

R/W

101- Tillamook

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

NPPKW-1.4
NPP 285/70a(Tillamook Bay-Fills-2.

12 January 1961

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Dear Mr. Williams:

Inclosed is a copy of a letter addressed to this office concerning a permit dated 9 January 1961 authorizing construction of a highway fill in Tillamook Bay, with a copy of my reply.

Please feel free to call on me if you need additional information.

Very truly yours,

W. L. Winegar

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

2 Incl
1. Cpy of ltr fm Crown Zellerbach
2. Cpy of C of E reply

Edw

NOTED
FORREST COOPER

RECEIVED
JAN 16 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CROWN ZELLERBACH CORPORATION
PUBLIC SERVICE BUILDING
PORTLAND, 4, OREGON

January 11, 1961

VK

U. S. Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Re: [illegible]-1.4
NPP 255/70s ([illegible])-2

Gentlemen:

Reference is made to your letter of December 29, 1960 with respect to the application of the Oregon State Highway Department for a permit to construct a highway fill in Tillamook Bay at several locations between Bay City and [illegible] Tillamook, Oregon.

This is to advise that our Corporation owns property at this location on Tillamook Bay and formerly operated a log reload [illegible] on what was known as the [illegible] Siding. Although the rail and other equipment have since been removed we anticipate that at some time in the future we may want to construct and operate a log truck dumping and rafting facilities at this location. Consequently, we would oppose any activity which would interfere with our proposed use of this property as outlined above.

Very truly yours,

CROWN ZELLERBACH CORPORATION

By [illegible]
Supervisor
Land & Tax Department

WVLocke/h

Incl 1

RECEIVED
JAN 20 1961
FOR FILING
F-129(1)

5976

Salem, Oregon
January 19, 1961

Mr. D. J. Barbee

I am returning herewith a file of descriptions for encroachments on the Southern Pacific Company's property on the Hobsonville-Bay City Section in Tillamook County. I understand that after a conference with the railroad engineers, revisions of our line are to be made which very probably will change these descriptions.

Will you please have these checked and when available, let me have corrected descriptions and a corrected map showing the encroachments which we will require.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM E-90 50M 2-60 26119

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1961

SUBJECT: R/W File 32233 - S. P. R. R. Company
Hobsonville-Bay City Section
Oregon Coast Highway
Clatsop County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 2 copies of descriptions dated December 27, 1960 concerning right of way, easements and encroachments which are required from the Southern Pacific Railroad Company, on the subject section.

It is our understanding that the Railroad Company has already been furnished copies of encroachment map 8B-21-4. Also Parcel 1 is non-operating Railroad property and will be handled by the Right of Way Division.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. W. T. Wright

RECEIVED
JAN 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

RECEIVED
JAN 23 1961

FOR FILING

F-129[illegible]

5976

Salem, Oregon
January 17, 1961

Mr. L. I. Lindas
Chief Counsel
OFFICE

Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 1/17/61

THIS AGREEMENT, made and entered into this _____ day of _________, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF BAY CITY, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to relocate and construct the [redacted] Garibaldi-Bay City Section of the Oregon Coast Highway, State Primary Highway No. 9, as a throughway as that term is defined in ORS 374.010. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 373.030, ORS 374.075, and ORS 374.080, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, street, or throughway; and State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to ORS 374.060, State is empowered, with the official approval of City, to close any street or road at or near its point of intersection with the said throughway or to make provision for the carrying of the street or road over or under the throughway.

4. Pursuant to such authority, State and City propose to enter into this agreement for the purpose of completing said project, and State and City hereby pledge complete cooperation each with the other.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, are three sheets setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate, or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State, upon receipt from City of an itemized statement, shall reimburse City the actual cost incurred by City in relocating, or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located within the city limits of said city and which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities within said city limits are located on PUBLIC OR PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines,

poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities located within said city limits to conform to the plans of said project.

4. State shall construct and thereafter maintain connections connecting the following streets to the throughway as shown colored in green on sheets nos. 7 and 8 of the attached Exhibit "A":

a. "C" Street on the easterly and westerly sides of the throughway.

b. 3rd Street on the easterly side of the throughway.

c. 6th Street and Portland Avenue on the easterly side of the throughway.

d. 7th Street on the easterly side of the throughway.

e. Seattle Avenue on the easterly side of the throughway.

f. Tillamook Avenue on the easterly and westerly sides of the throughway.

5. State shall close the following streets at the following locations (All points of closure are shown by means of red lines on the attached Exhibit "A"):

a. Hendricks Street at the easterly right of way boundary line of the throughway.

b. High Street at the easterly right of way boundary line of the throughway.

c. Salem Street at the easterly right of way boundary line of the throughway.

d. Ocean Street at the easterly right of way boundary line of the throughway.

e. Bay Street at the easterly and westerly right of way boundary lines of the throughway.

f. Pacific Street at the easterly and westerly right of way boundary lines of the throughway.

g. Main Street at the easterly and westerly right of way boundary lines of the throughway.

h. Miami Street at the easterly and westerly right of way boundary lines of the throughway.

i. Trade Street at the easterly right of way boundary line of the throughway.

j. Center Street at the easterly and westerly right of way boundary lines of the throughway.

k. "A" Street at the easterly and westerly right of way boundary lines of the throughway.

l. 1st Street at the easterly and westerly right of way boundary lines of the throughway.

m. "B" Street at the easterly and westerly right of way boundary lines of the throughway.

n. 2nd Street at the easterly right of way boundary line of the throughway.

o. 4th Street at the easterly right of way boundary line of the throughway.

p. "E" Street at the easterly right of way boundary line of the throughway.

q. Portland Avenue at the easterly right of way boundary line of the throughway.

~~f. Trade Street at the easterly right of way boundary line of the throughway.~~

~~g. Miami Street at the easterly right of way boundary line of the throughway.~~

~~h. Main Street at the easterly right of way boundary line of the throughway.~~

~~i. Pacific Street at the easterly right of way boundary line of the throughway.~~

~~j Bay Street at the easterly right of way boundary line of the throughway.~~

~~j. Ocean Street at the easterly right of way boundary line of the throughway.~~

~~k. Salem Street at the easterly right of way boundary line of the throughway.~~

~~l. High Street at the easterly right of way boundary line of the throughway.~~

~~m. Hendricks Street at the easterly right of way boundary line of the throughway.~~

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate or cause to be relocated and extended, if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or

extended to conform to the plans of said project and located inside the city limits. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate, or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated or extended to conform to the plans of said project. To this end, City shall exercise all its municipal [illegible] powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the proposed project.

5. City consents to the closure of those streets as described in paragraph 5 under THINGS TO BE DONE BY STATE.

6. City agrees that it will not construct any street turning into or intersecting the said throughway unless plans and specifications therefor have first been submitted to and approved in writing by State.

7. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS:

1. It is agreed by both parties that accounting procedure and reimbursement for relocating City-owned utility conduits, lines, poles, mains, pipes, and other such facilities as covered in paragraph 3 under THINGS TO BE DONE BY STATE and paragraph 2 under THINGS TO BE DONE BY CITY shall be in compliance with the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" dated December 31, 1957.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

________________________________
Secretary

APPROVED:

________________________________
Asst. State Highway Engineer

APPROVED AS TO FORM:

________________________________
Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By______________________________
Chairman

By______________________________
Commissioner

By______________________________
Commissioner

ATTEST:

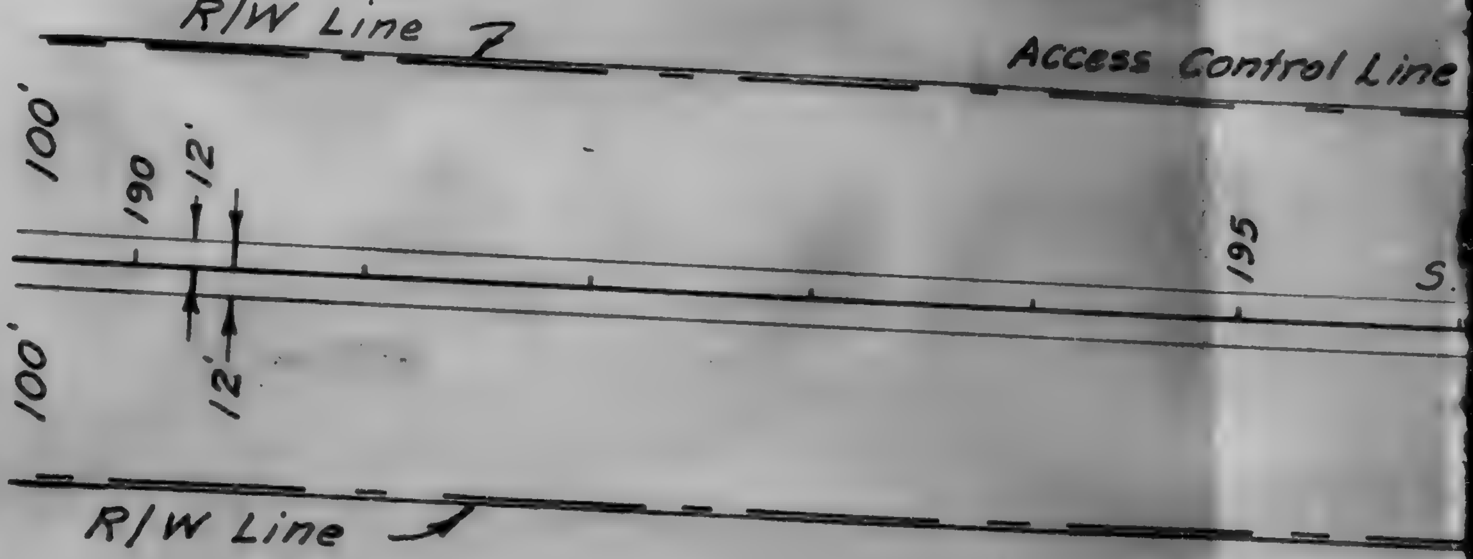
________________________________

CITY OF BAY CITY, by and through
its City Officials

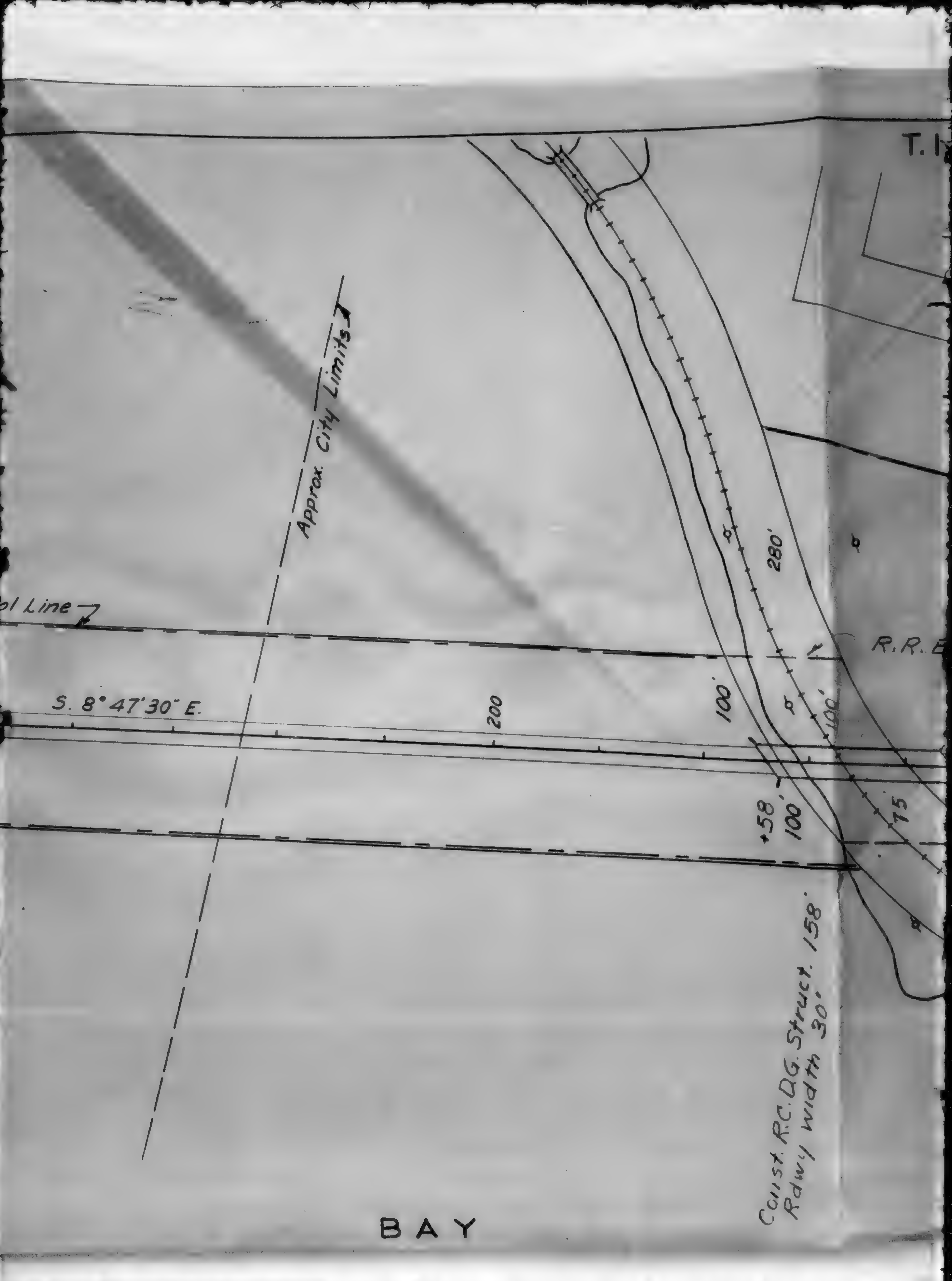
By______________________________
Mayor

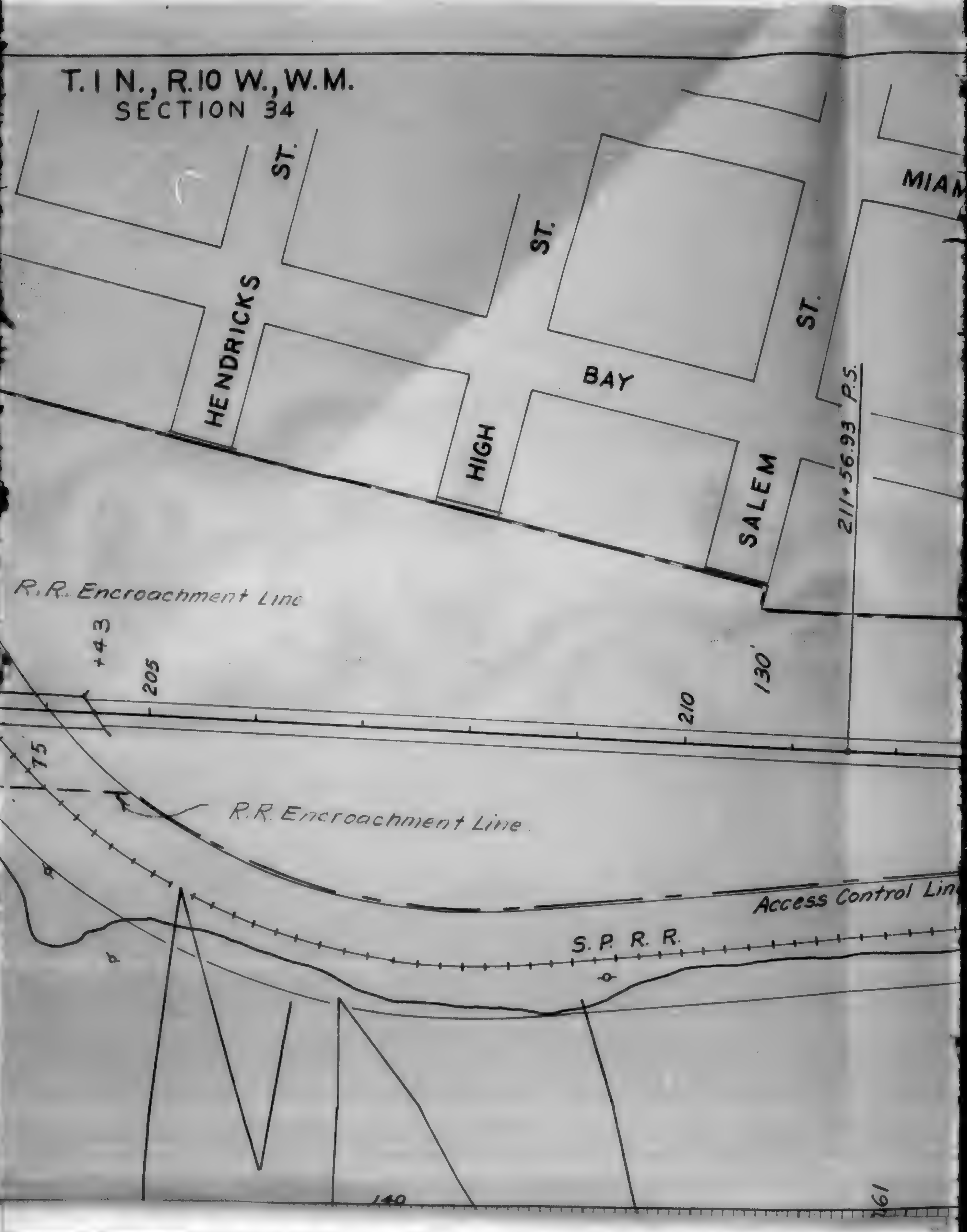
By______________________________
Recorder

NOTE BOOK
NO.
AREAS
AREAS CHECKED


R/W Line
Access Control Line
100'
190
12'
195
S.
12'
100'
R/W Line

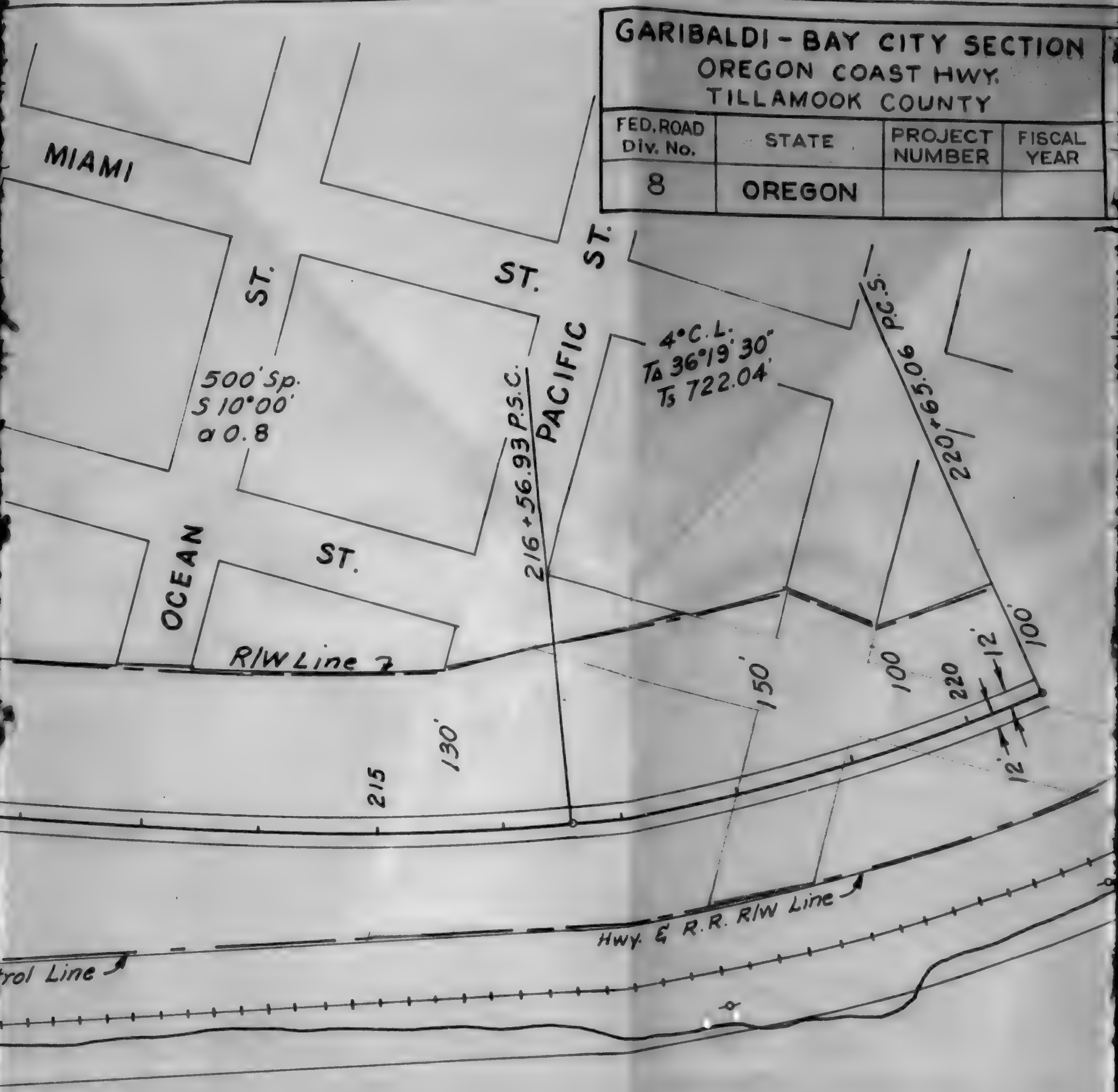
TILLAMOOK


T. I
Approx. City Limits
ol Line
280'
R.R. E
S. 8° 47' 30" E.
200
100'
100'
58'
100
75
Const. R.C. D.G. Struct. 158'
Rdwy width 30'
BAY


T. 1 N., R. 10 W., W.M.
SECTION 34
HENDRICKS ST.
HIGH ST.
BAY
SALEM ST.
MIAM
211+56.93 P.S.
R.R. Encroachment Line
+43
205
210
130'
75
R.R. Encroachment Line
Access Control Lin
S.P. R.R.
140
61

# GARIBALDI - BAY CITY SECTION
## OREGON COAST HWY.
## TILLAMOOK COUNTY

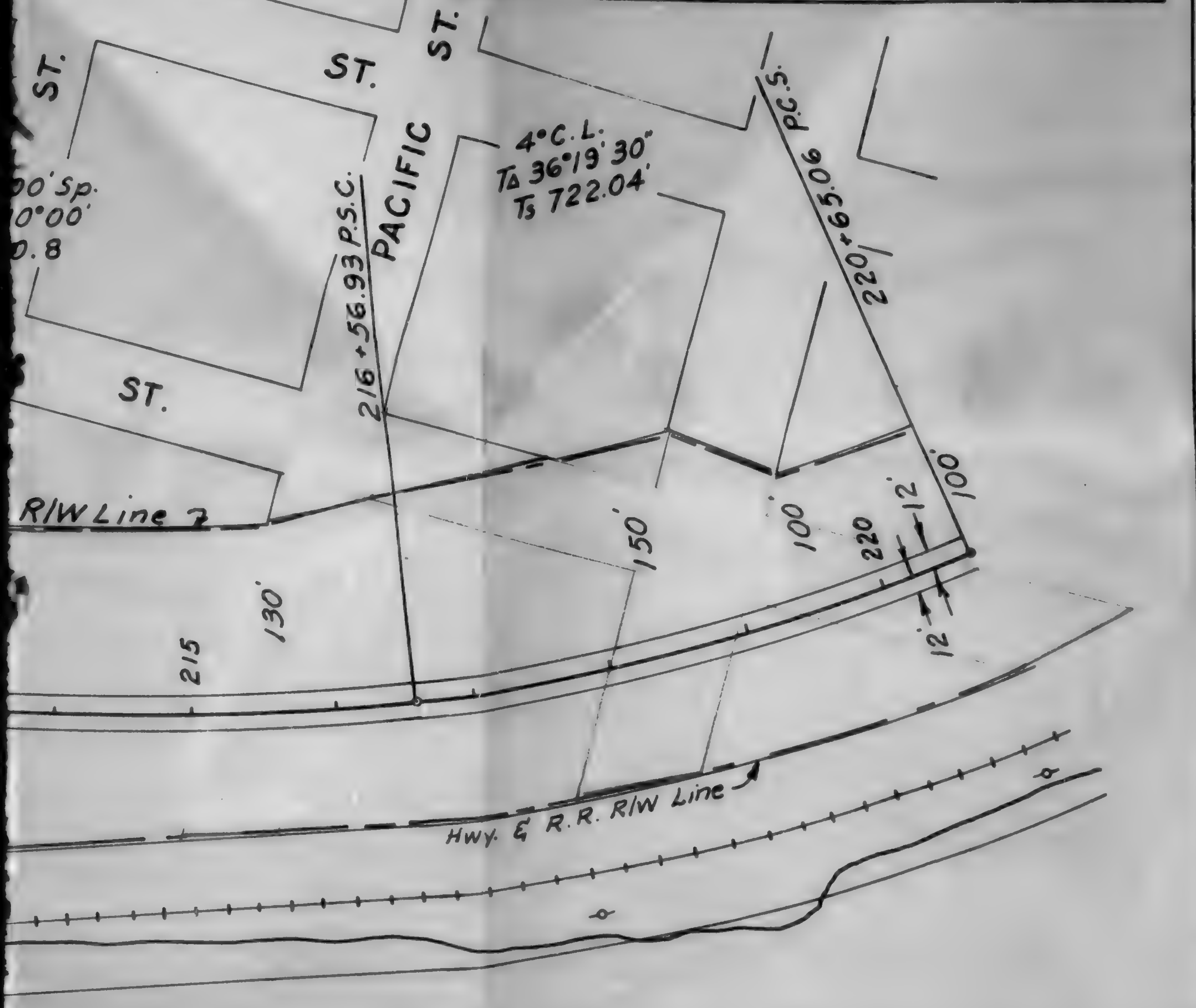
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR |
|---|---|---|---|
| 8 | OREGON | | |


MIAMI
ST.
ST.
PACIFIC
ST.
OCEAN
ST.
ST.
500' Sp.
S 10°00'
a 0.8
216+56.93 P.S.C.
4°C.L.
TΔ 36°19'30"
Ts 722.04'
220+65.06 P.C.S.
R/W Line
150'
130'
215
100'
100
220
12'
12'
Hwy. & R.R. R/W Line
trol Line

GARIBALDI - BAY CITY SECTION
OREGON COAST HWY.
TILLAMOOK COUNTY

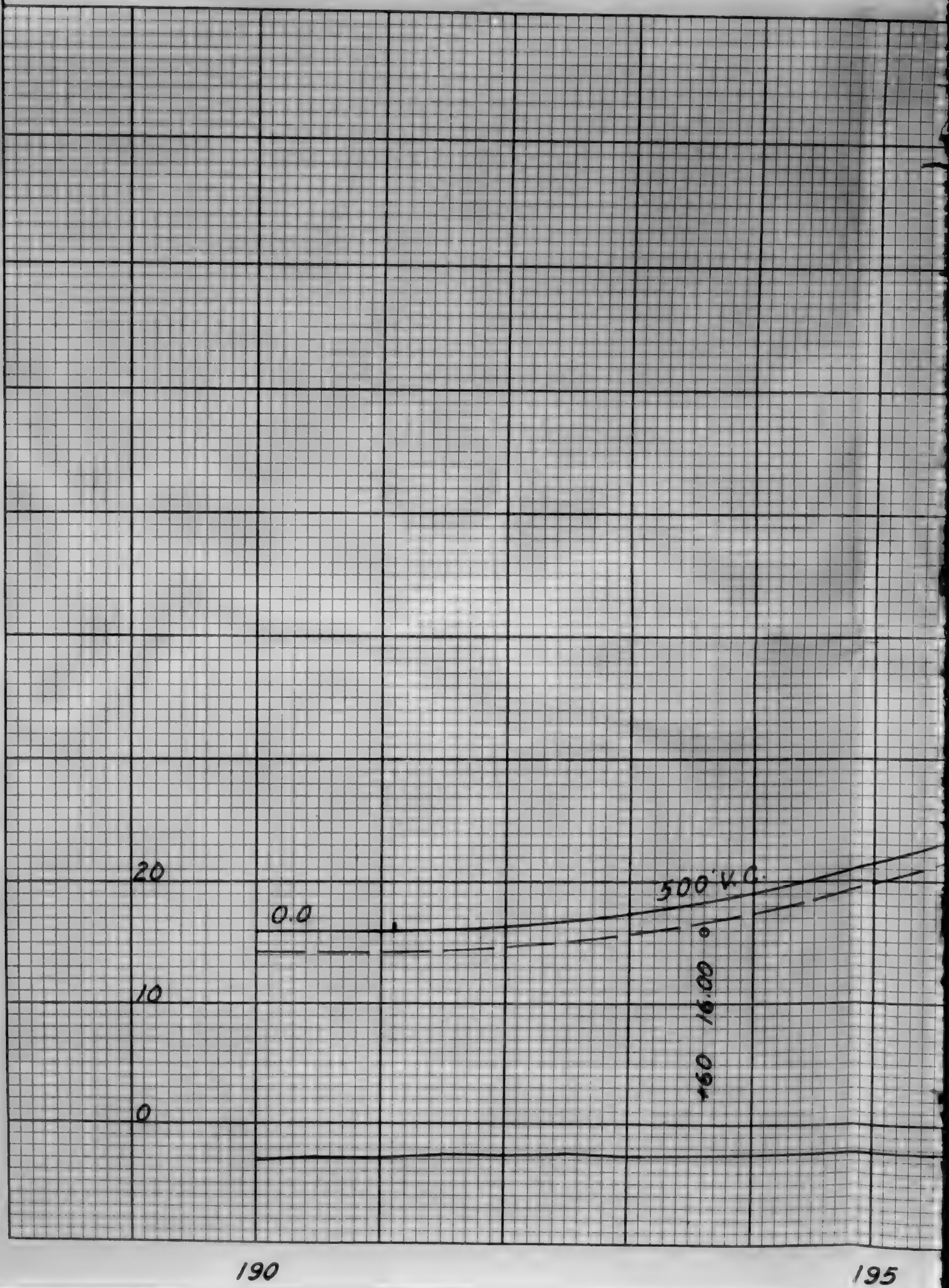
SHEET No. 6.

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
|---|---|---|---|---|
| 8 | OREGON | | | See Index |


ST.
ST.
ST.
ST.
PACIFIC
00' Sp.
0°00'
0.8
216+56.93 P.S.C.
4°C.L.
TΔ 36°19'30"
Ts 722.04'
220+65.06 P.C.S.
R/W Line 7
100'
100'
150'
130'
215
220
12'
12'
Hwy. & R.R. R/W Line

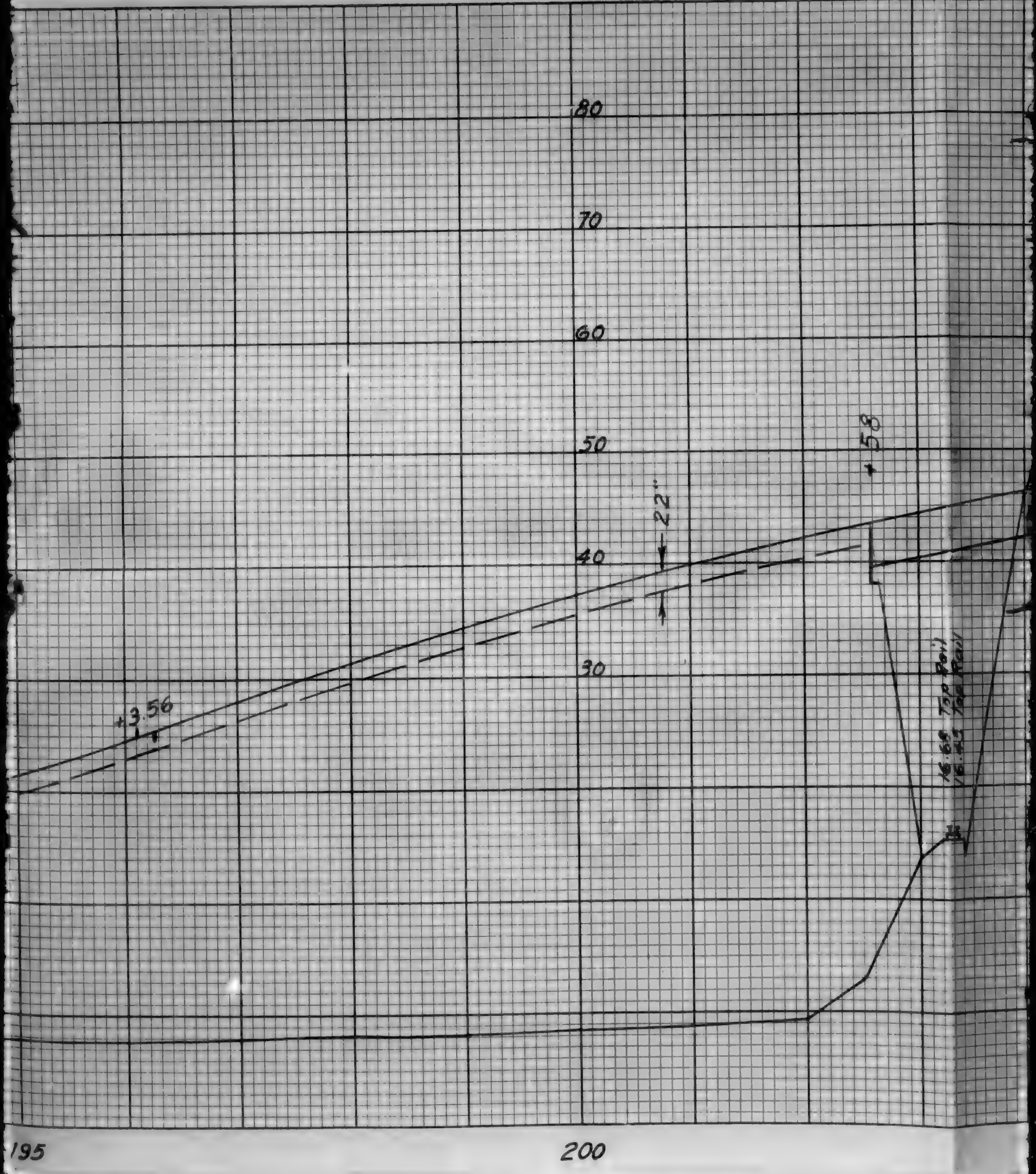
# TILLAMOOK

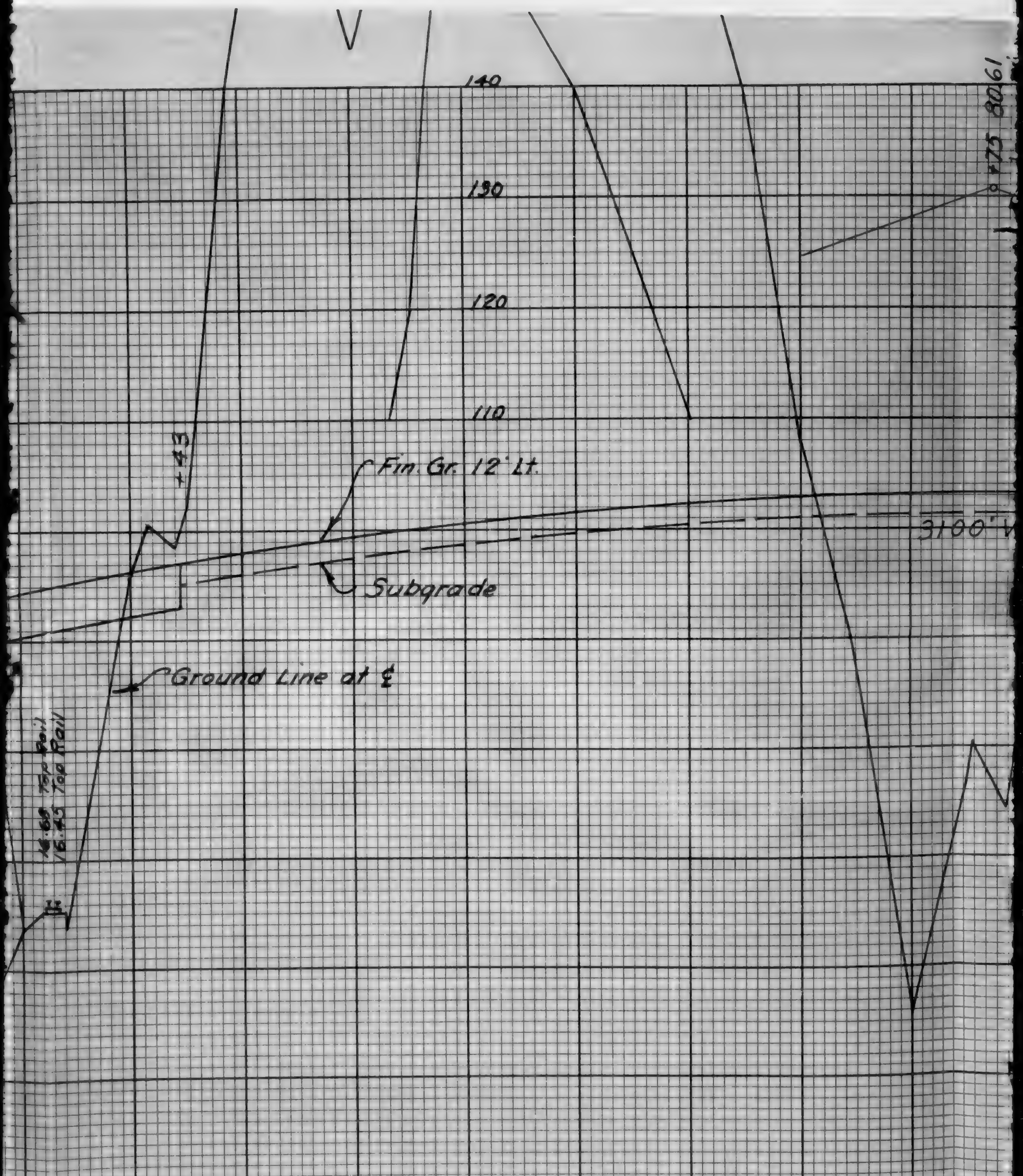
| | | |
|---|---|---|
| | BY | DATE |
| **ORIGINAL SURVEY** SURVEYED | | |
| PLOTTED | | |
| NOTE BOOK TEMPLATE | | |
| AREAS | | |
| NO. AREAS CHECKED | | |

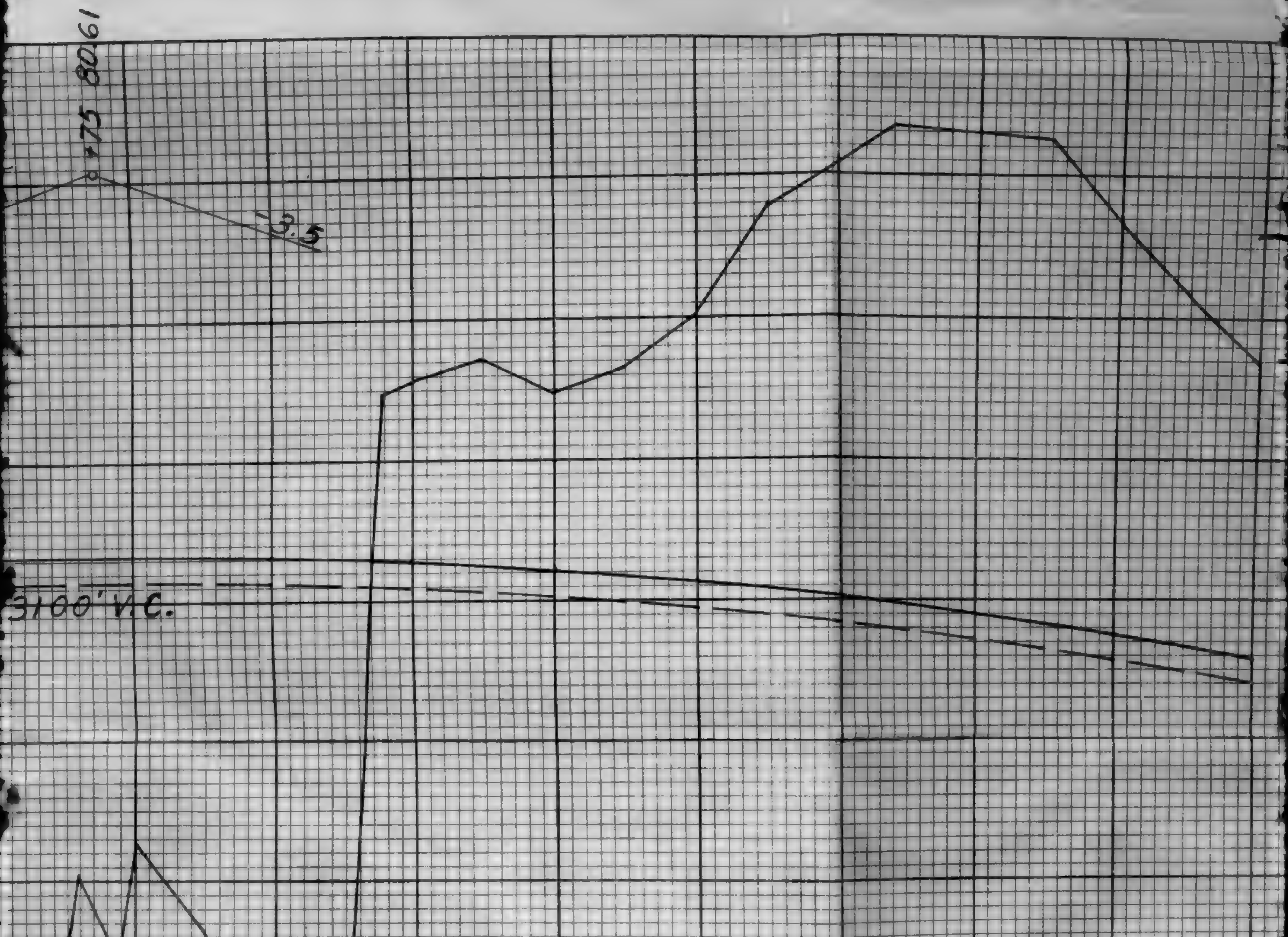


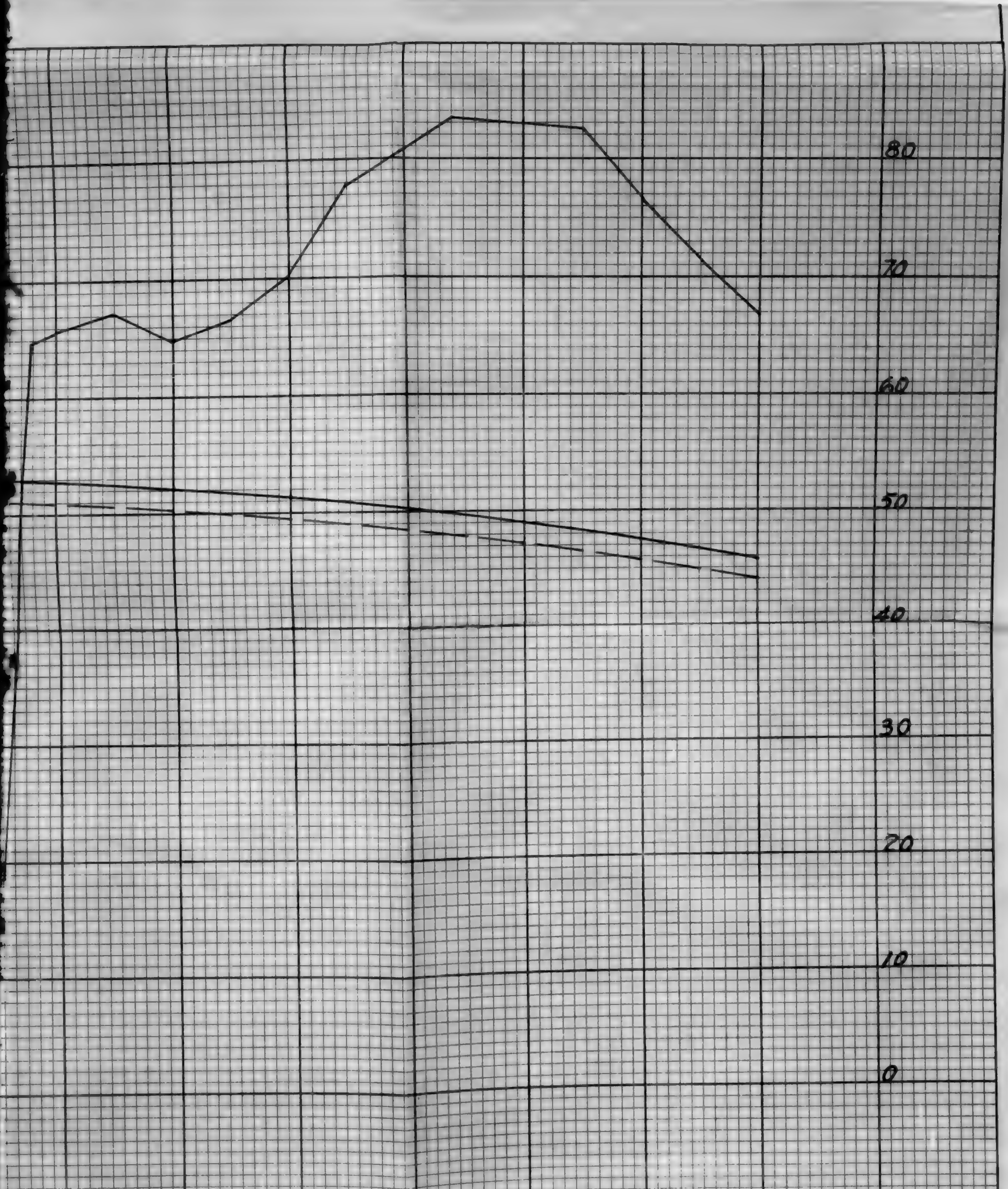
**BAY**

Con
Rd


80
70
60
50
40
30
+58
22"
+3.56
16.68 Top Rail
16.43 Top Rail
195
200


V
140
130
120
110
+75 80.61
+43
Fin. Gr. 12' Lt.
3100' V
Subgrade
Ground Line at ℄
16.60 Top Rail
16.45 Top Rail
205
210


+75 80.61
-3.5
3100' V.C.
215
220


80
70
60
50
40
30
20
10
0
215
220

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

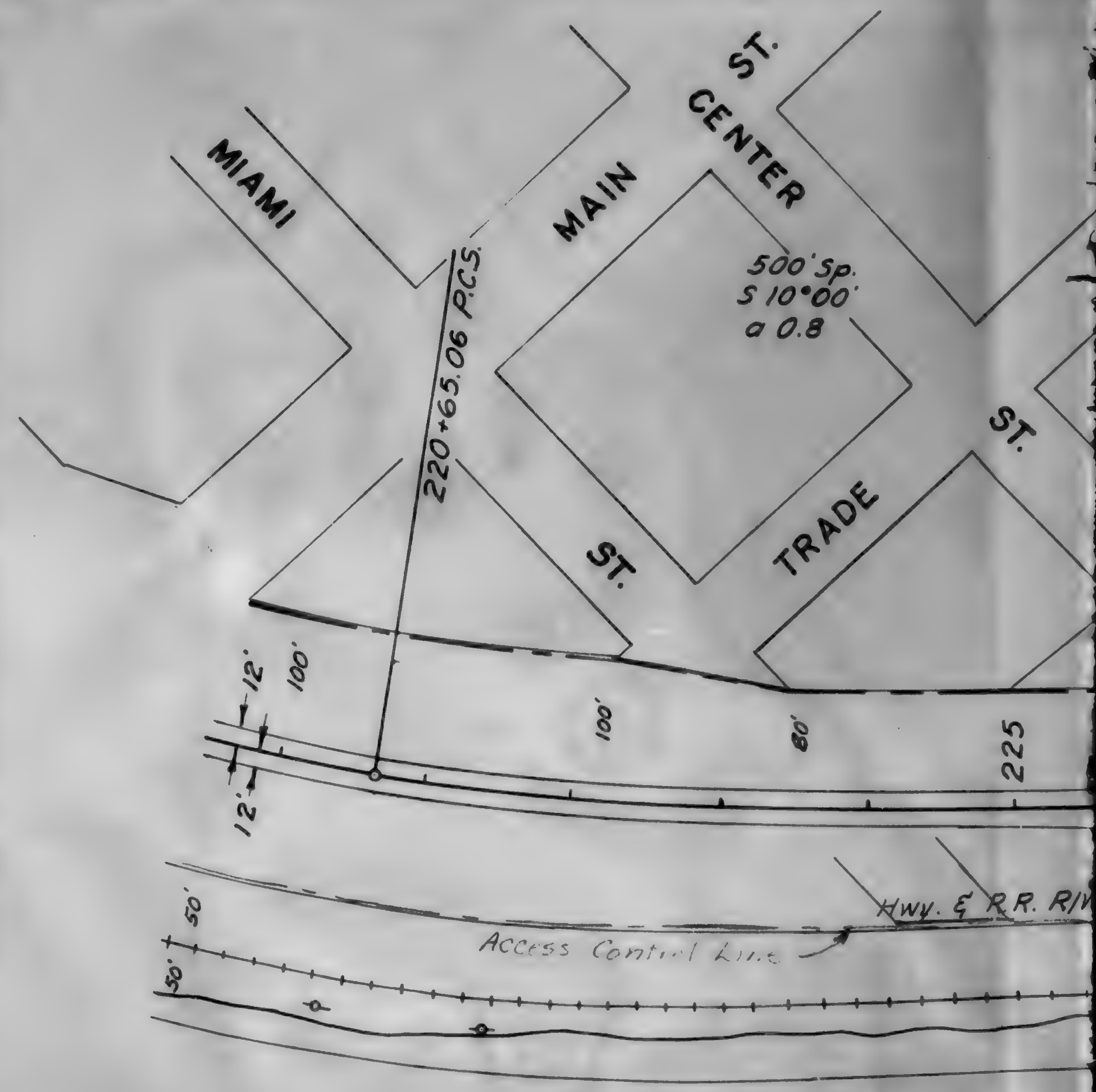
PLOTTED

TEMPLATE

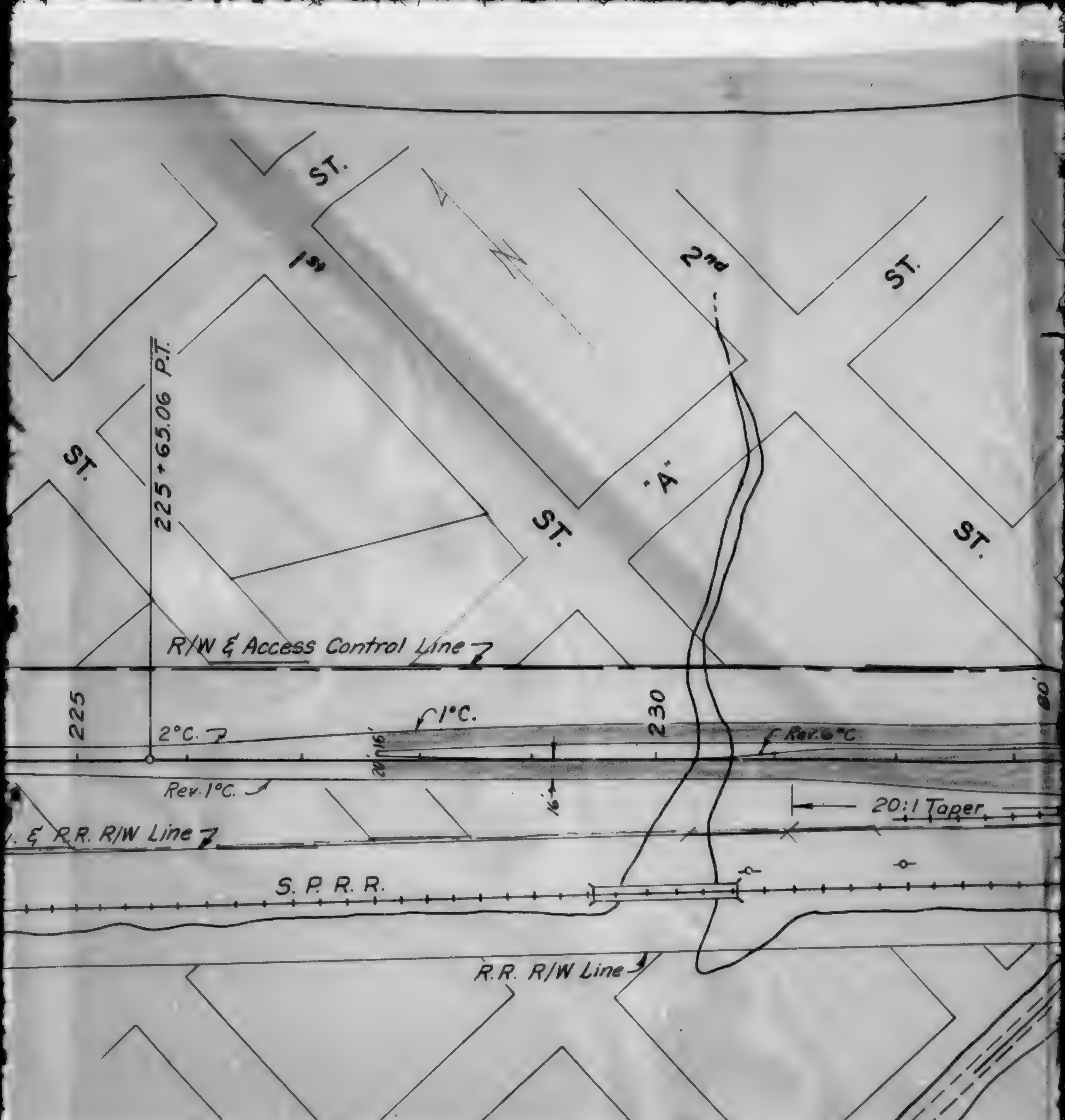
AREAS

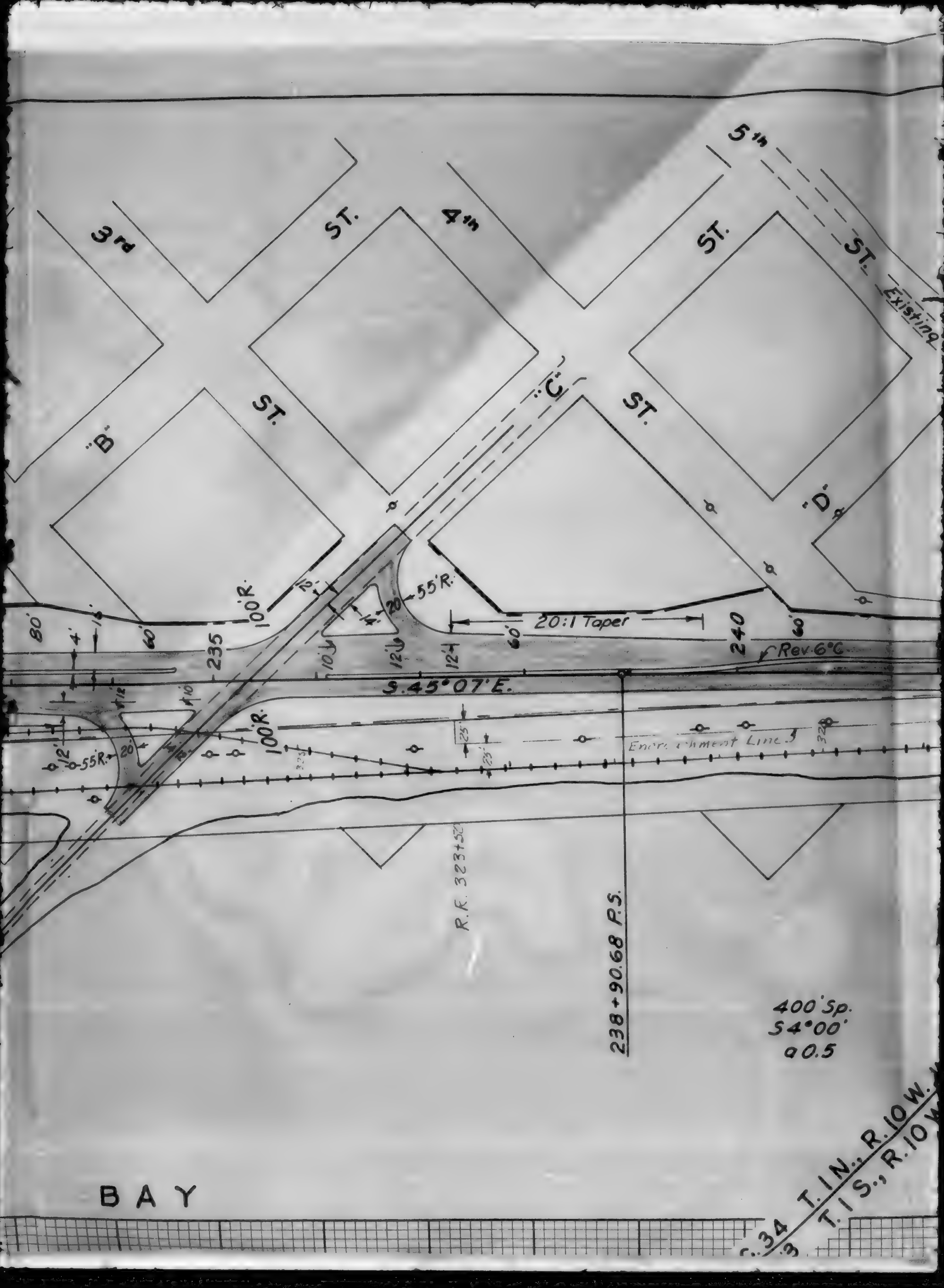
AREAS CHECKED

| | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |


MIAMI
MAIN
ST.
CENTER
ST.
TRADE
ST.
ST.
220+65.06 P.C.S.
500' Sp.
S 10°00'
a 0.8
12'
100'
100'
80'
225
12'
50'
50'
50'
Hwy. & R.R. R/W
Access Control Line

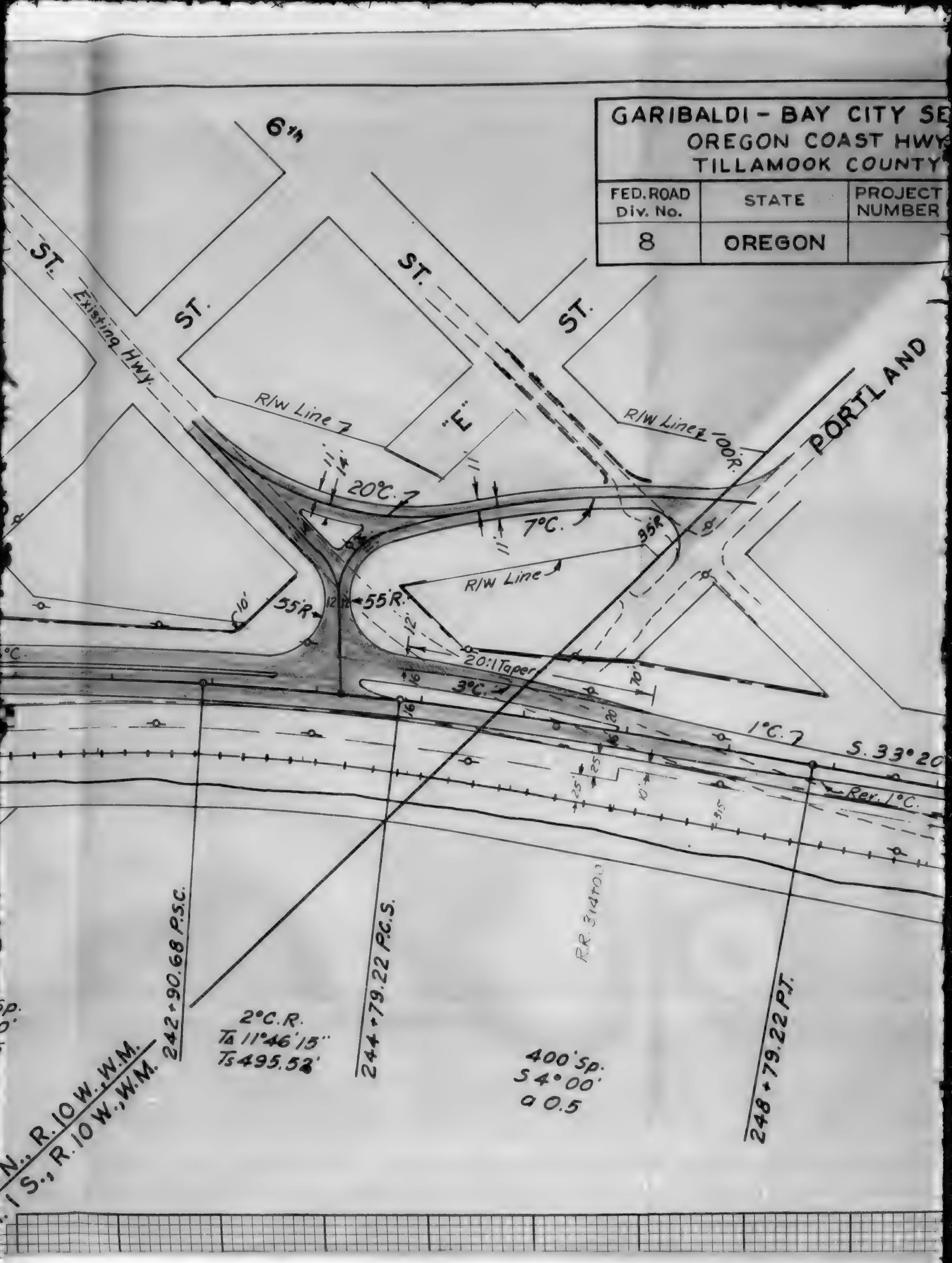
TILLAMOOK


ST.
1st
ST.
2nd
ST.
ST.
225+65.06 P.T.
'A'
ST.
ST.
R/W & Access Control Line
225
230
80'
2°C.
1°C.
Rev. 6°C
20.16'
16'
Rev. 1°C.
20:1 Taper
& R.R. R/W Line
S.P.R.R.
R.R. R/W Line
OOK

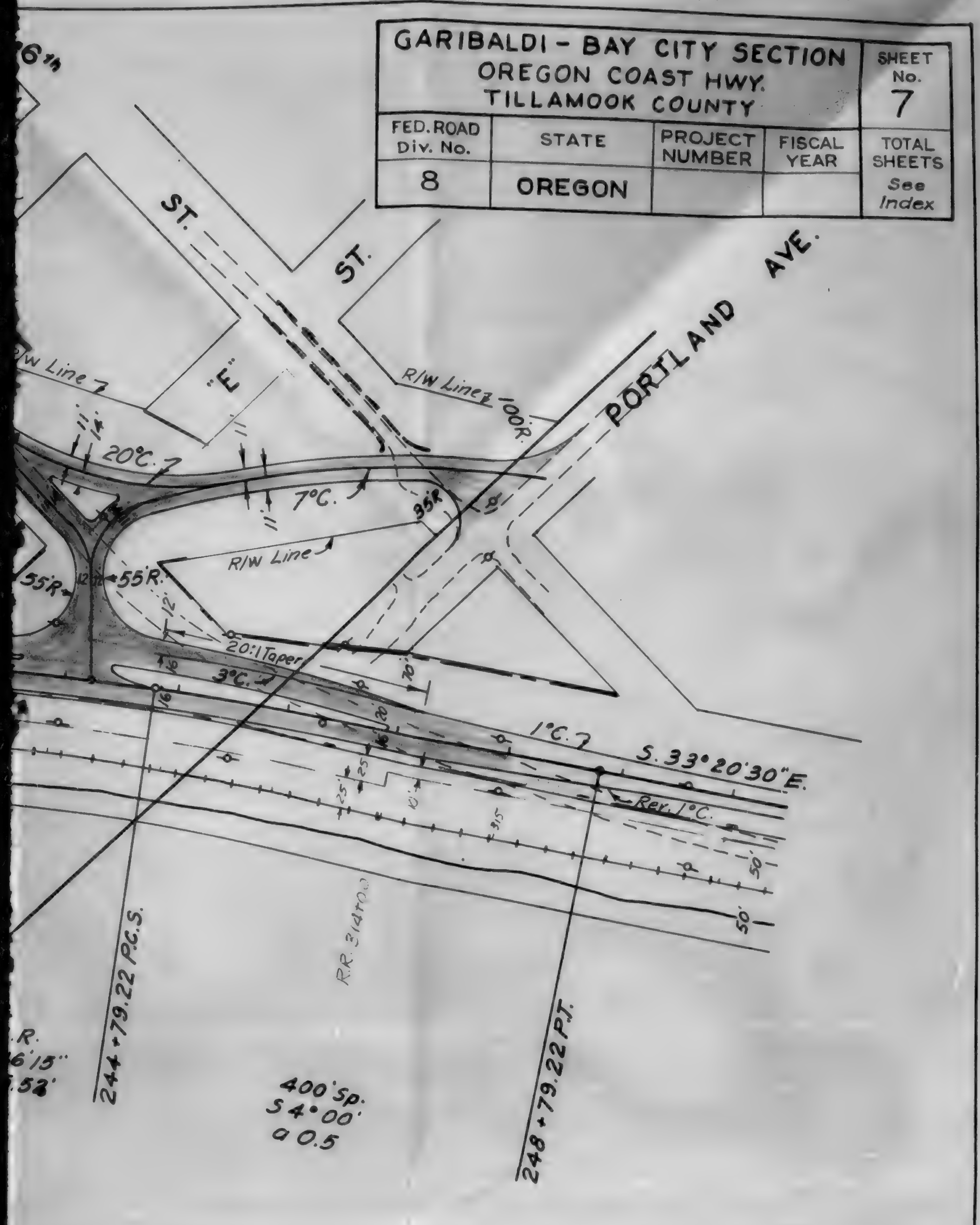

3rd ST.
4th ST.
5th ST.
Existing
"B" ST.
"C" ST.
"D" ST.
100'R.
12'
55'R.
20
4'
20:1 Taper
60'
80'
235
240
Rev. 6°C
10'
12'
S. 45° 07' E.
55'R.
25'
Encroachment Line
R.R. 323+50
238+90.68 P.S.
400' Sp.
S 4° 00'
a 0.5
BAY
S. 34 T. 1 N., R. 10 W.
T. 1 S., R. 10 W.

GARIBALDI - BAY CITY SE
OREGON COAST HWY
TILLAMOOK COUNTY

| FED. ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 8 | OREGON | |


6th
ST.
ST.
ST.
ST.
Existing Hwy.
R/W Line
"E"
R/W Line 100'R.
PORTLAND
20°C.
7°C.
35'R
R/W Line
55'R.
55'R.
12
12
12'
10'
20:1 Taper
3°C.
16
16
70
20
16
1°C.
S. 33°20
Rev. 1°C.
25'
25
10'
3.15
°C.
R.R. 314+00
242+90.68 P.S.C.
244+79.22 P.C.S.
248+79.22 P.T.
2°C.R.
TΔ 11°46'15"
Ts 495.52'
400' Sp.
S 4°00'
a 0.5
Sp.
N., R.10 W., W.M.
1 S., R.10 W., W.M.

| GARIBALDI - BAY CITY SECTION<br>OREGON COAST HWY.<br>TILLAMOOK COUNTY | | | | SHEET No.<br>7 |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | See Index |


6th
ST.
ST.
"E"
R/W Line
R/W Line
100'R.
PORTLAND AVE.
20°C.
14'
7°C.
95'R
R/W Line
55'R
55'R.
12'
12'
20:1 Taper
3°C.
16'
16'
70'
20'
16'
1°C.
S. 33°20'30"E.
25'
25'
10'
Rev. 1°C.
315
50'
50'
R.R. 314+00
244+79.22 P.C.S.
248+79.22 P.T.
.R.
6'15"
.52'
400' Sp.
S 4°00'
a 0.5

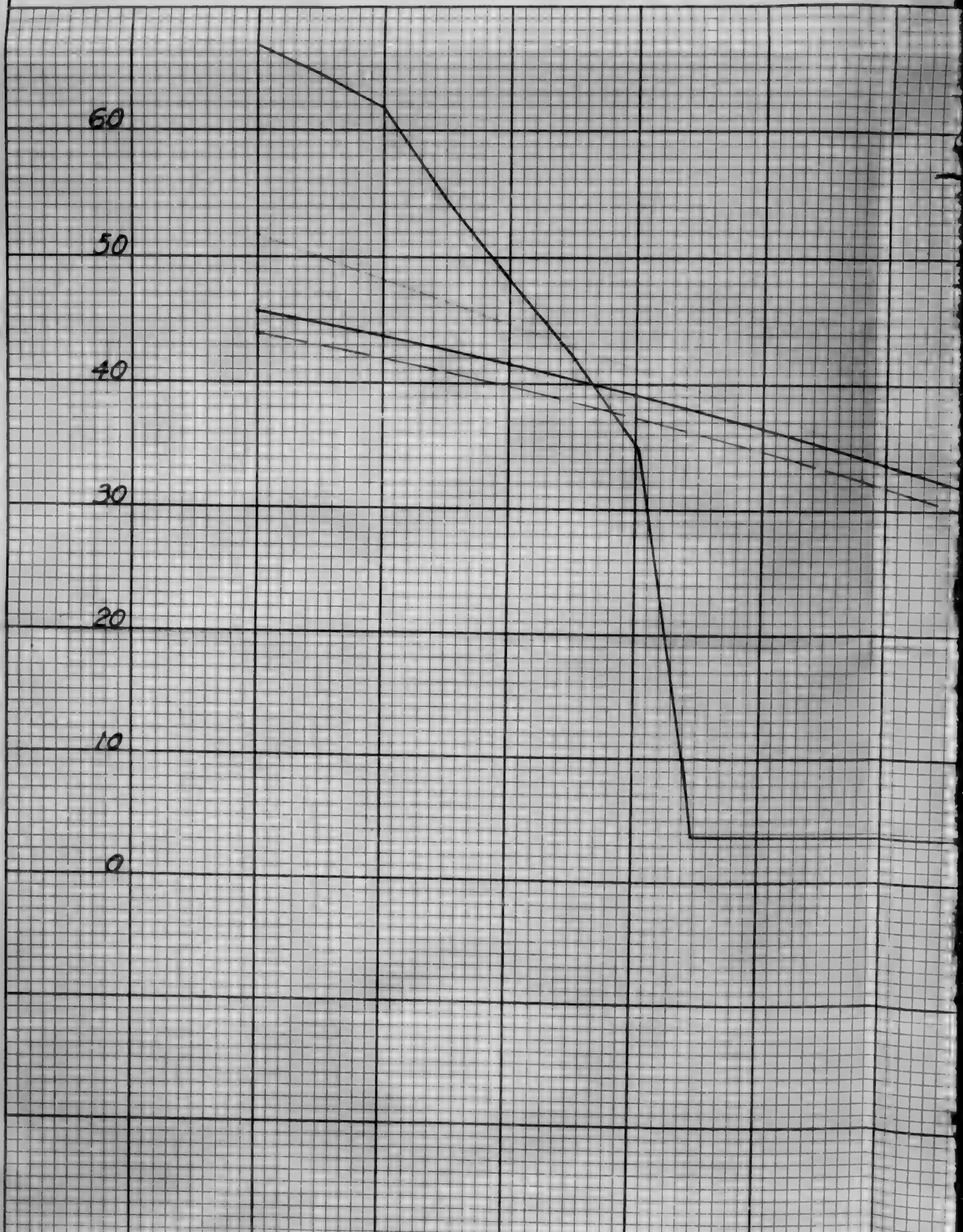
# TILLAMOOK

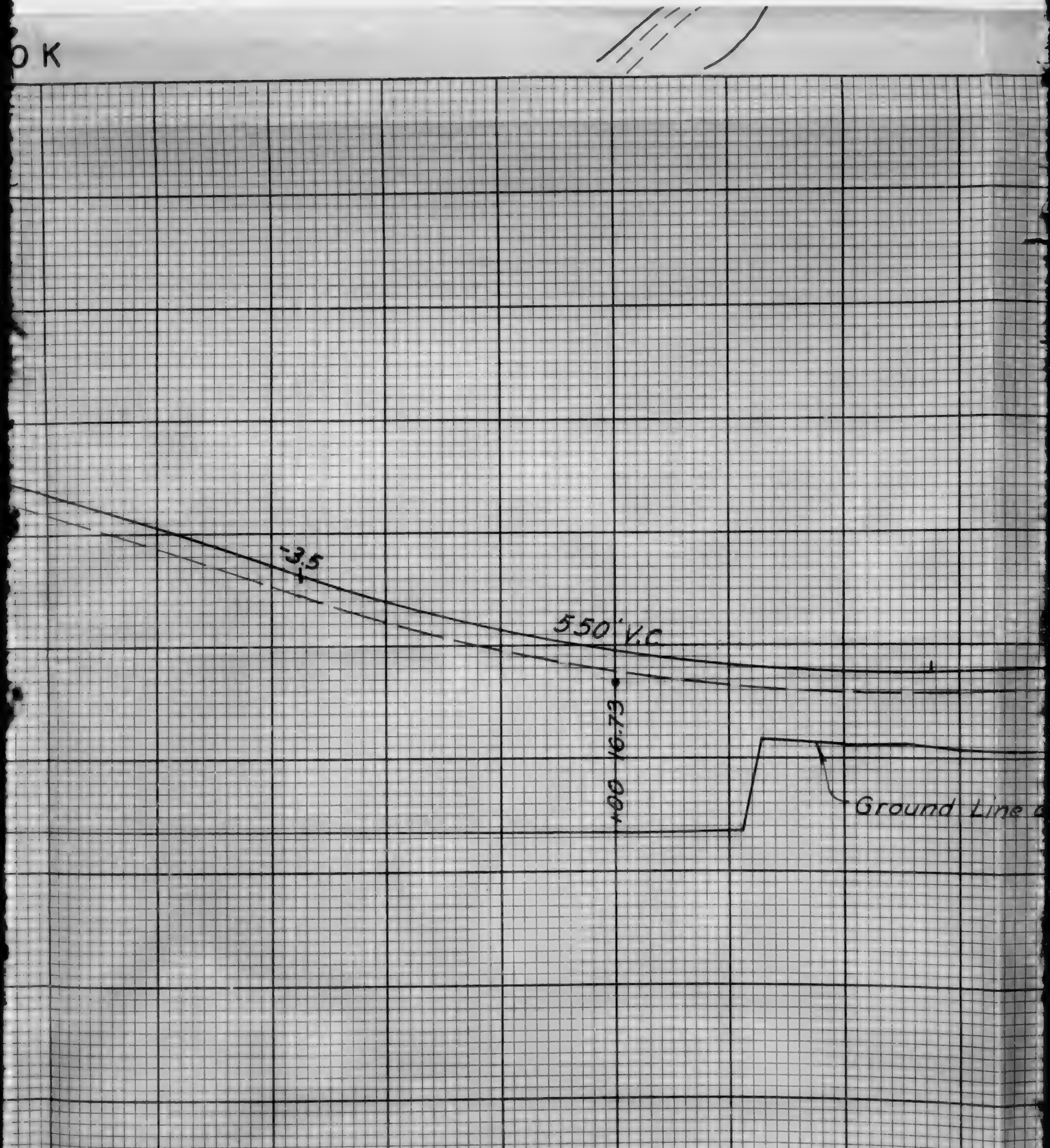
ORIGINAL SURVEY

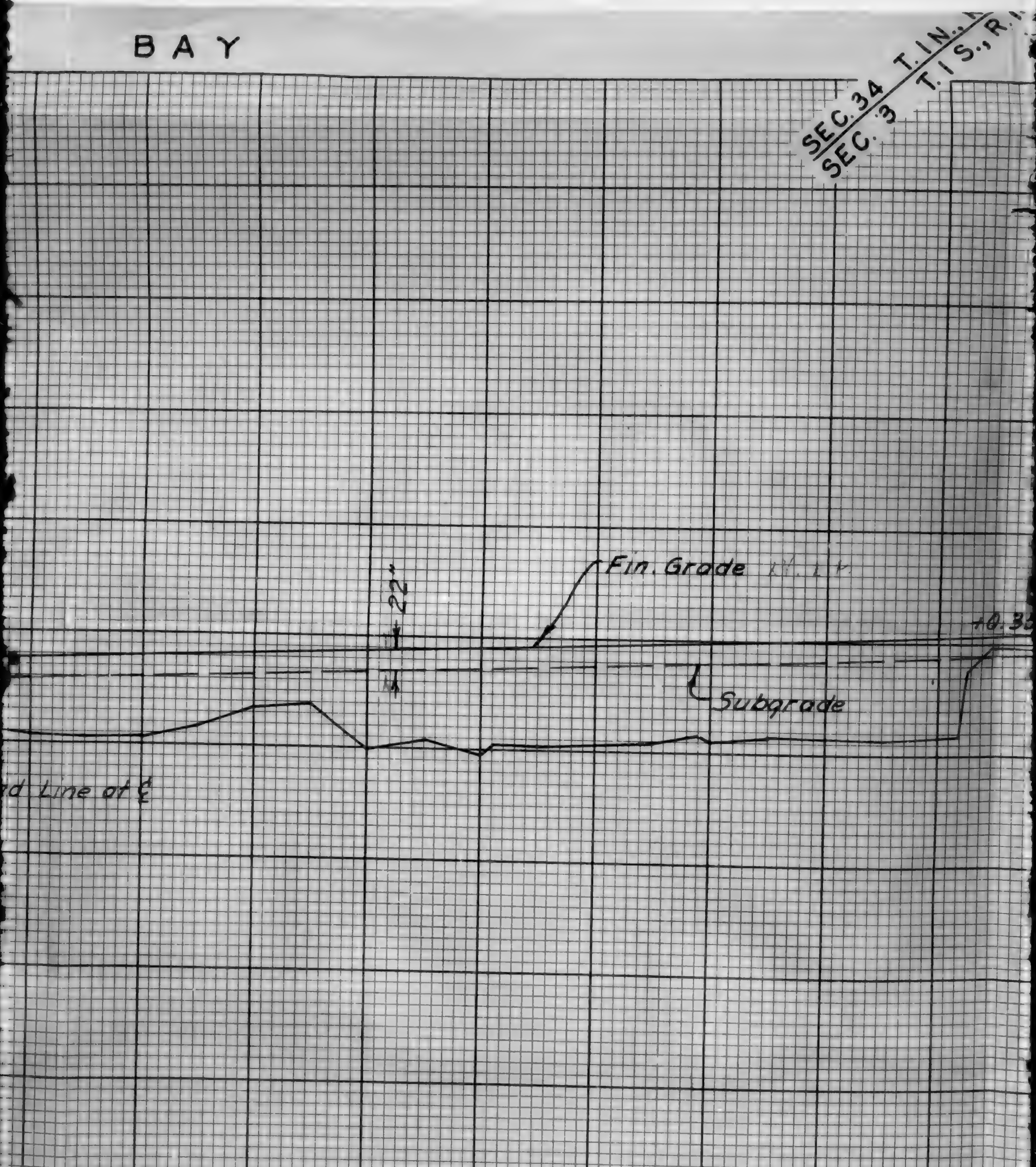
| | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |

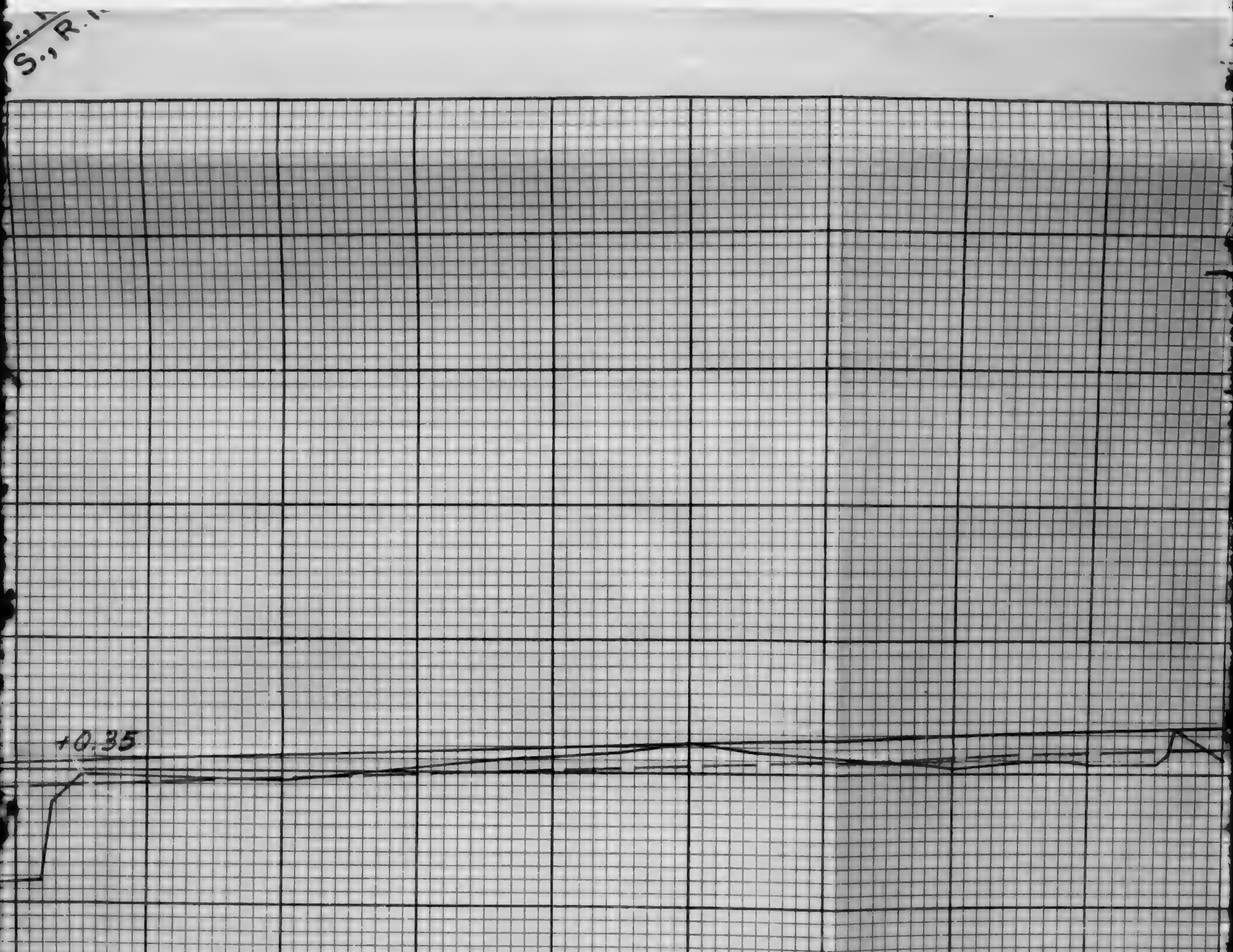
NOTE BOOK

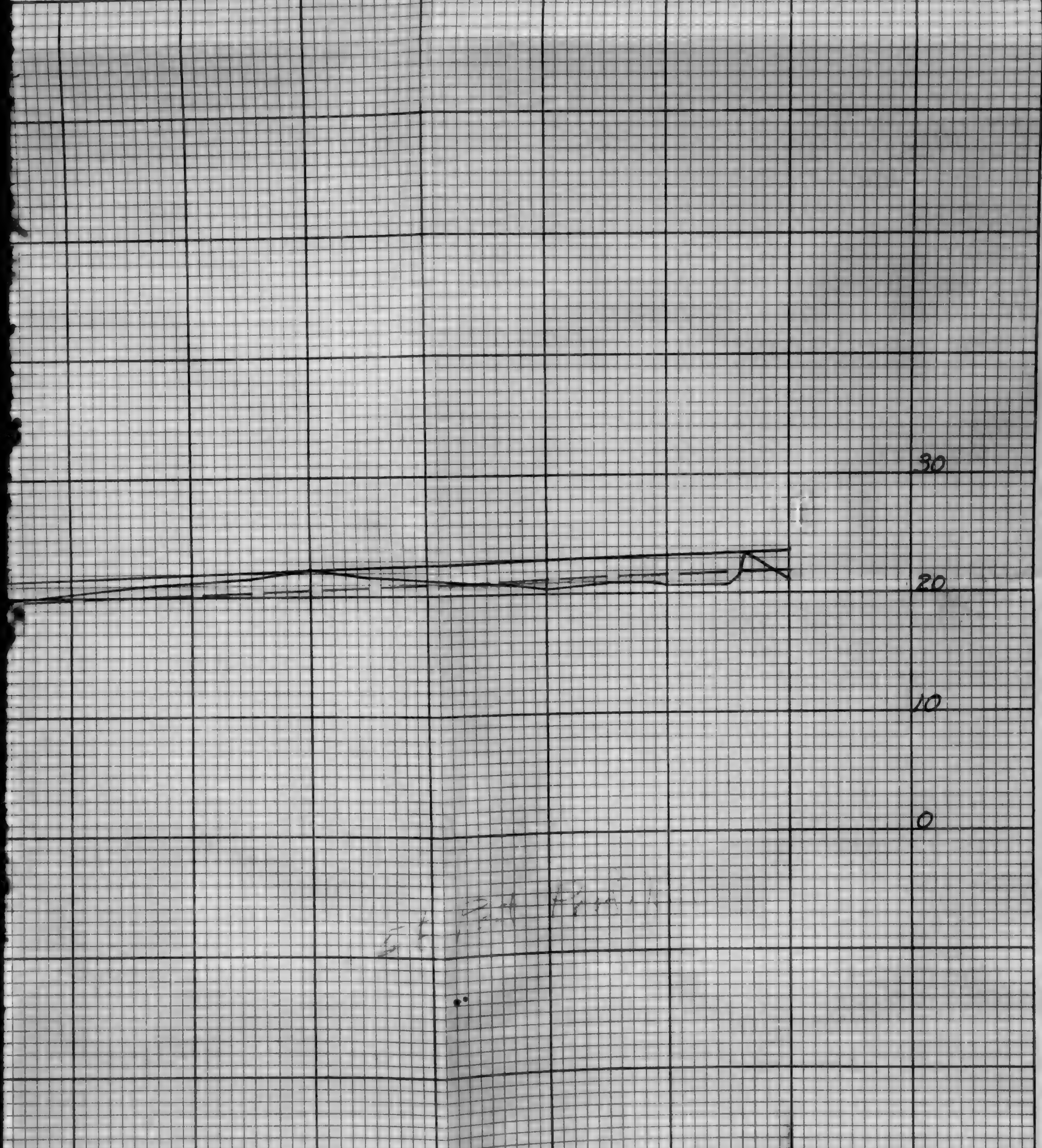
NO.




0 K
-3.5
550' V.C.
1.00 16.73
Ground Line a
225
230


BAY
SEC. 34 T. 1 N.,
SEC. 3 T. 1 S., R.
Fin. Grade
22"
+0.3
Subgrade
d Line of ℄
235
240


S., R.
+0.35
245
25

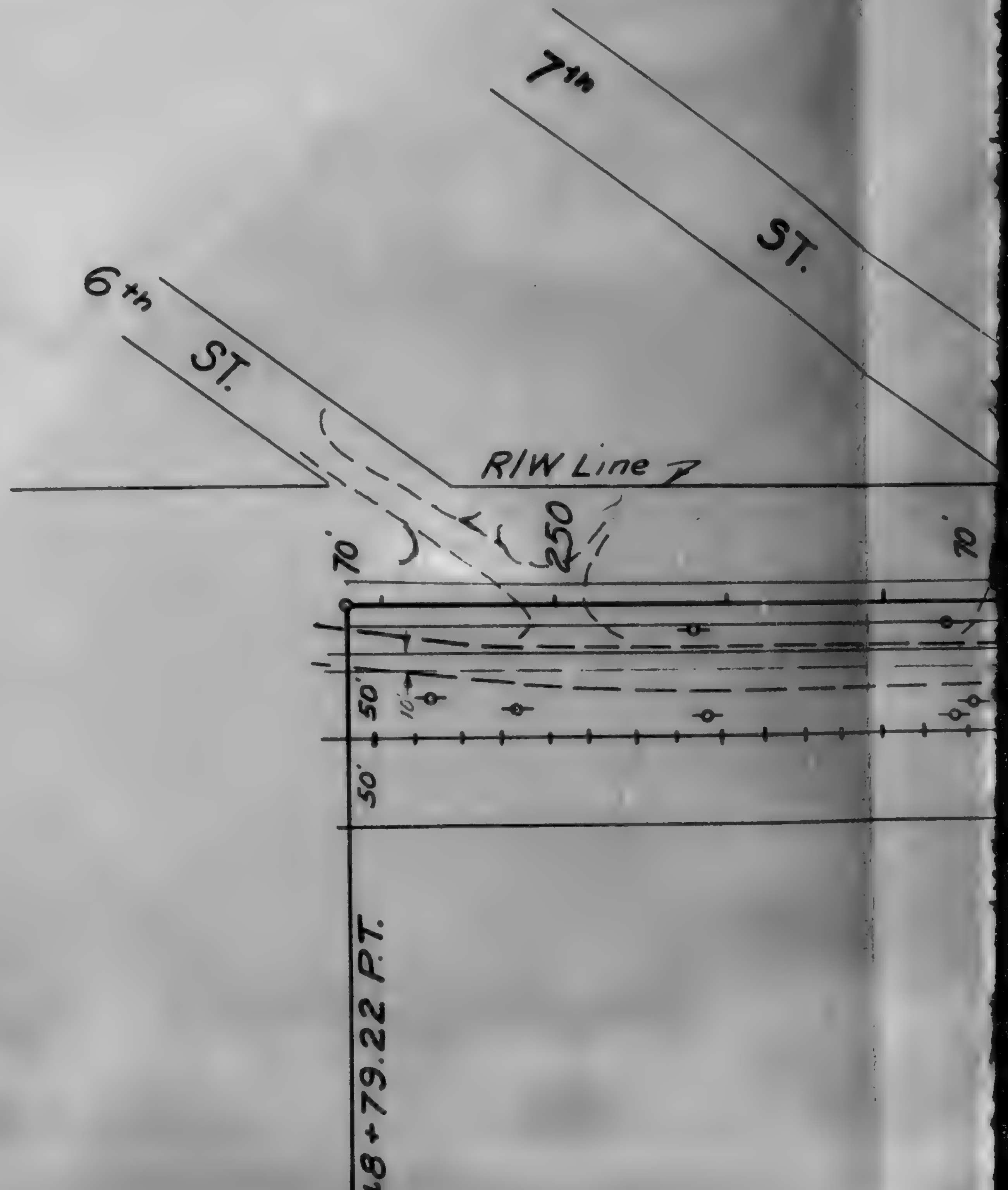

30
20
10
0
245
250

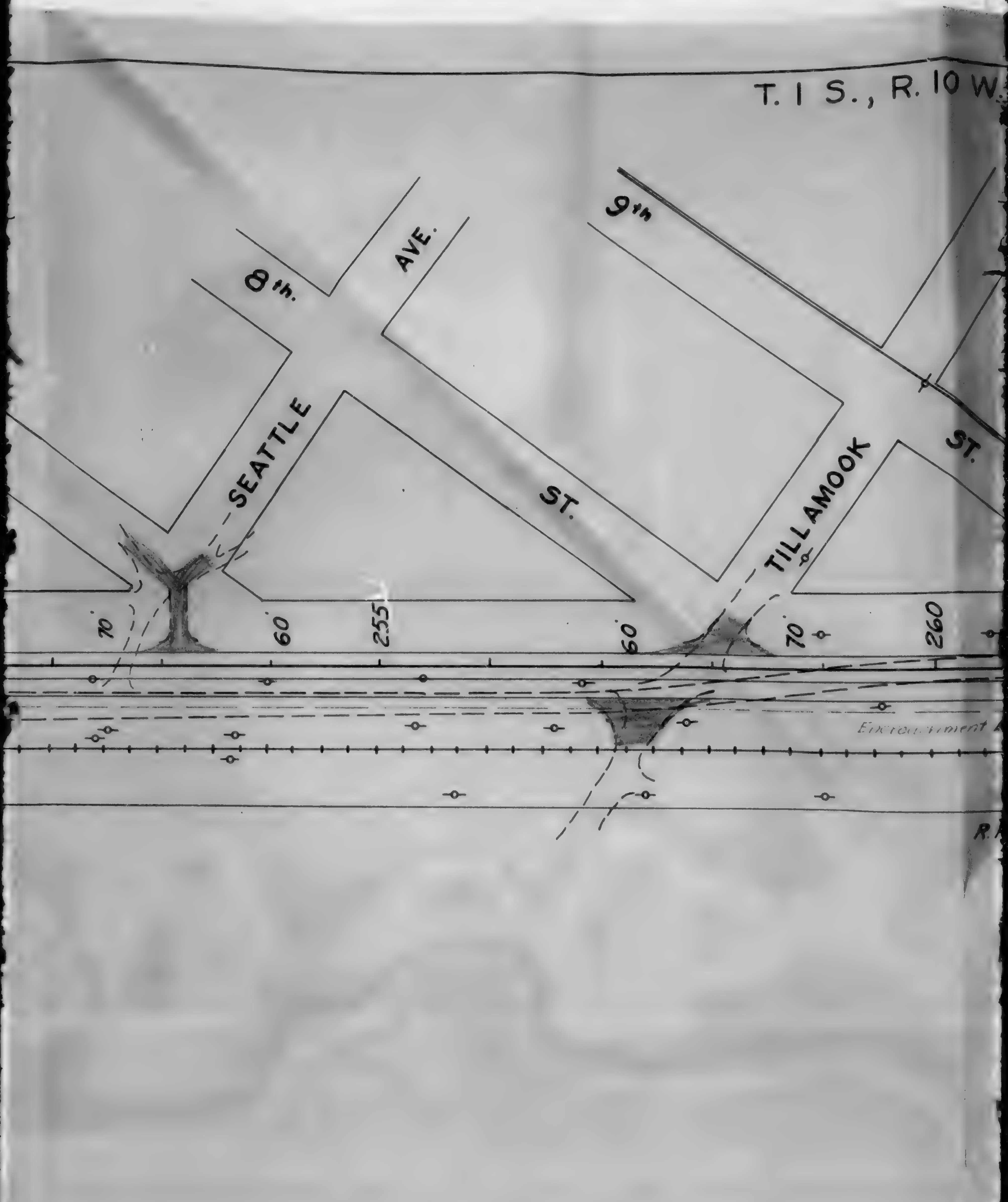
FINAL SURVEY

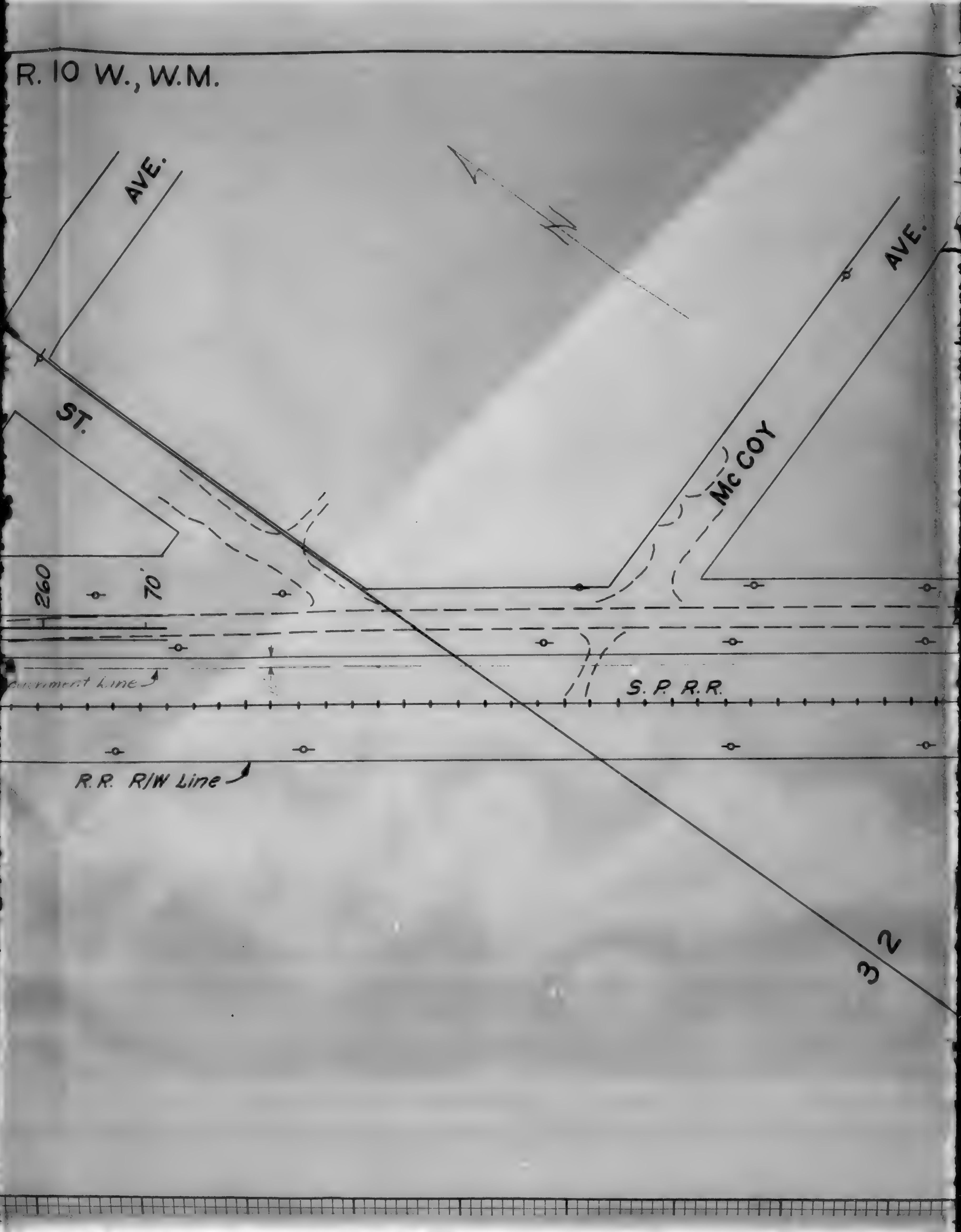
NOTE BOOK

NO.

| | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |

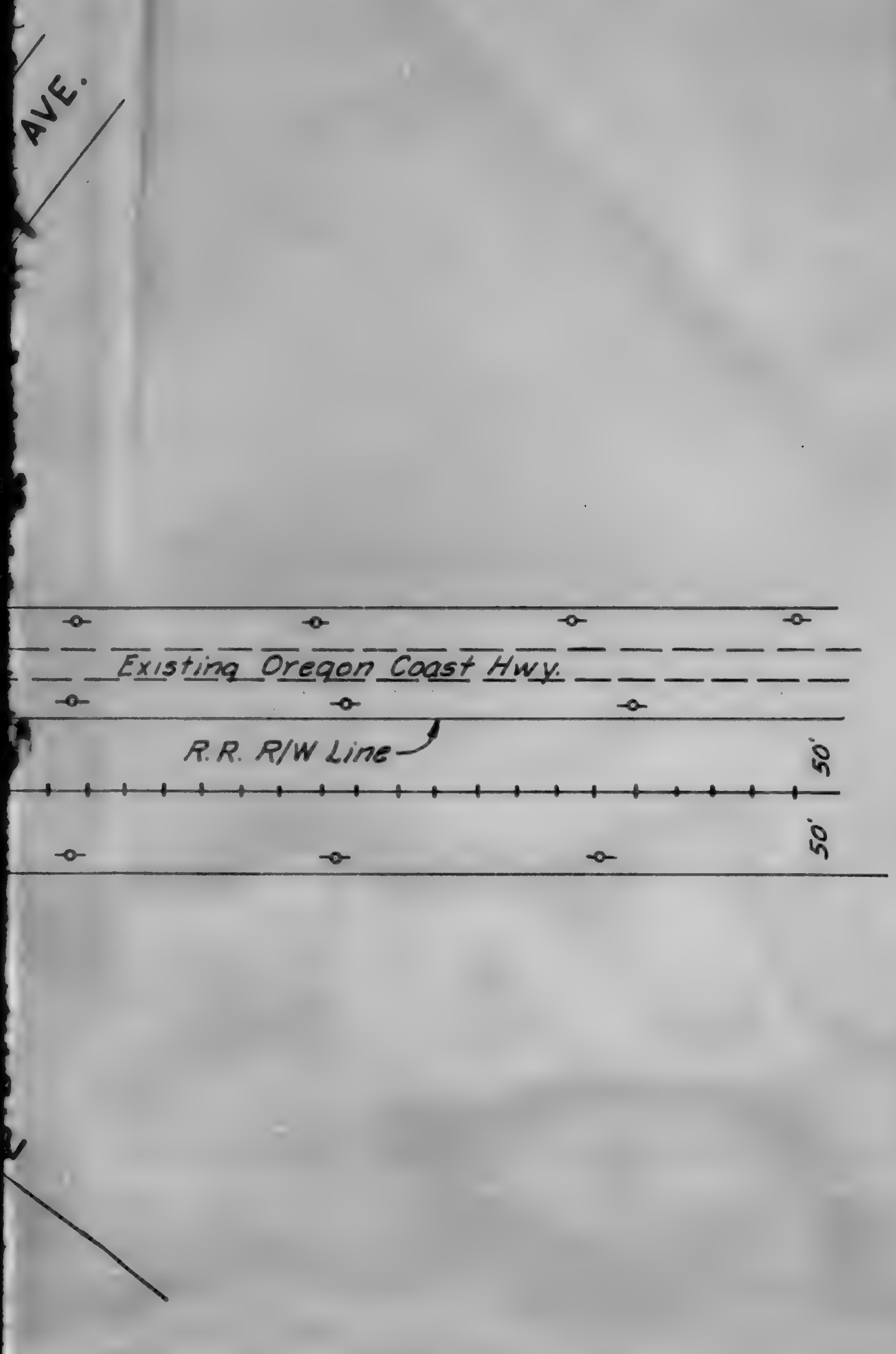

7th
ST.
6th
ST.
R/W Line
250
70'
70'
50'
10'
50'
248+79.22 P.T.


T. 1 S., R. 10 W.
8th AVE.
9th
ST.
SEATTLE
ST.
TILLAMOOK
70
60
255
60
70
260
Encroachment

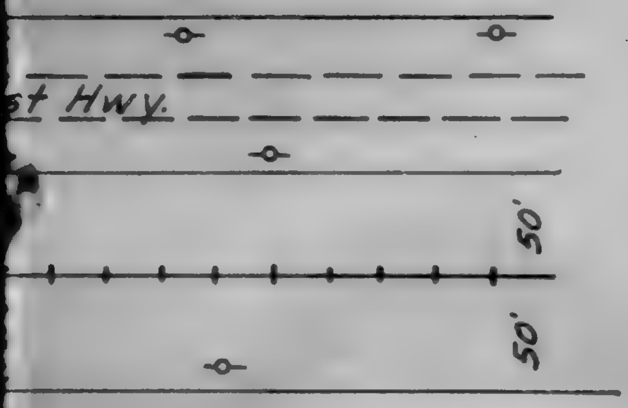

R. 10 W., W.M.
AVE.
N
ST.
AVE.
McCOY
260
70'
asement Line
S.P. R.R.
R.R. R/W Line
3
2

GARIBALDI - BAY CITY SE
OREGON COAST HWY.
TILLAMOOK COUNTY

| FED.ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 8 | OREGON | |


AVE.
Existing Oregon Coast Hwy.
R.R. R/W Line
50'
50'

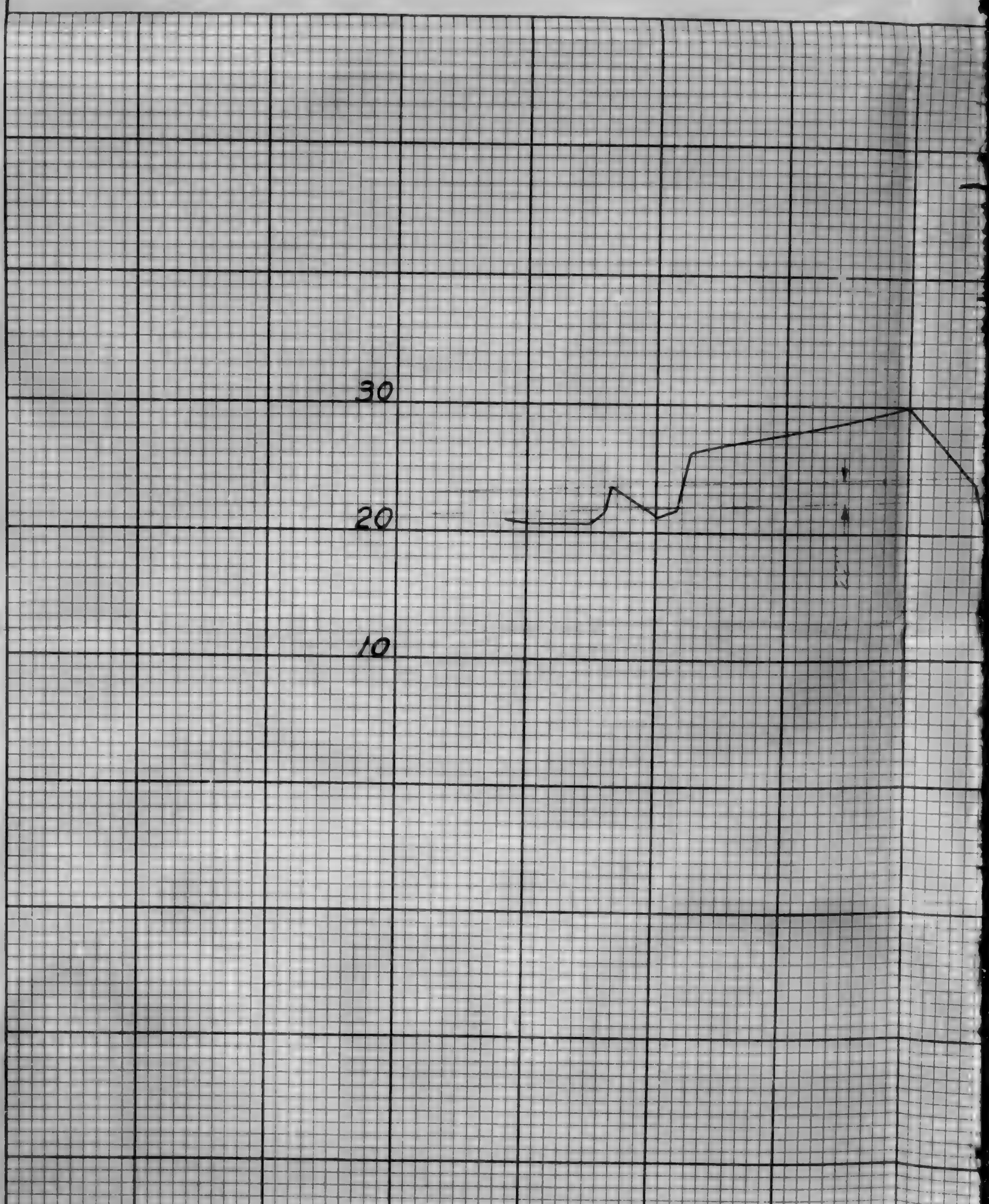
|  |  |  |  |  |
|---|---|---|---|---|
| GARIBALDI - BAY CITY SECTION<br>OREGON COAST HWY.<br>TILLAMOOK COUNTY |  |  |  | SHEET No.<br>8 |
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON |  |  | See Index |

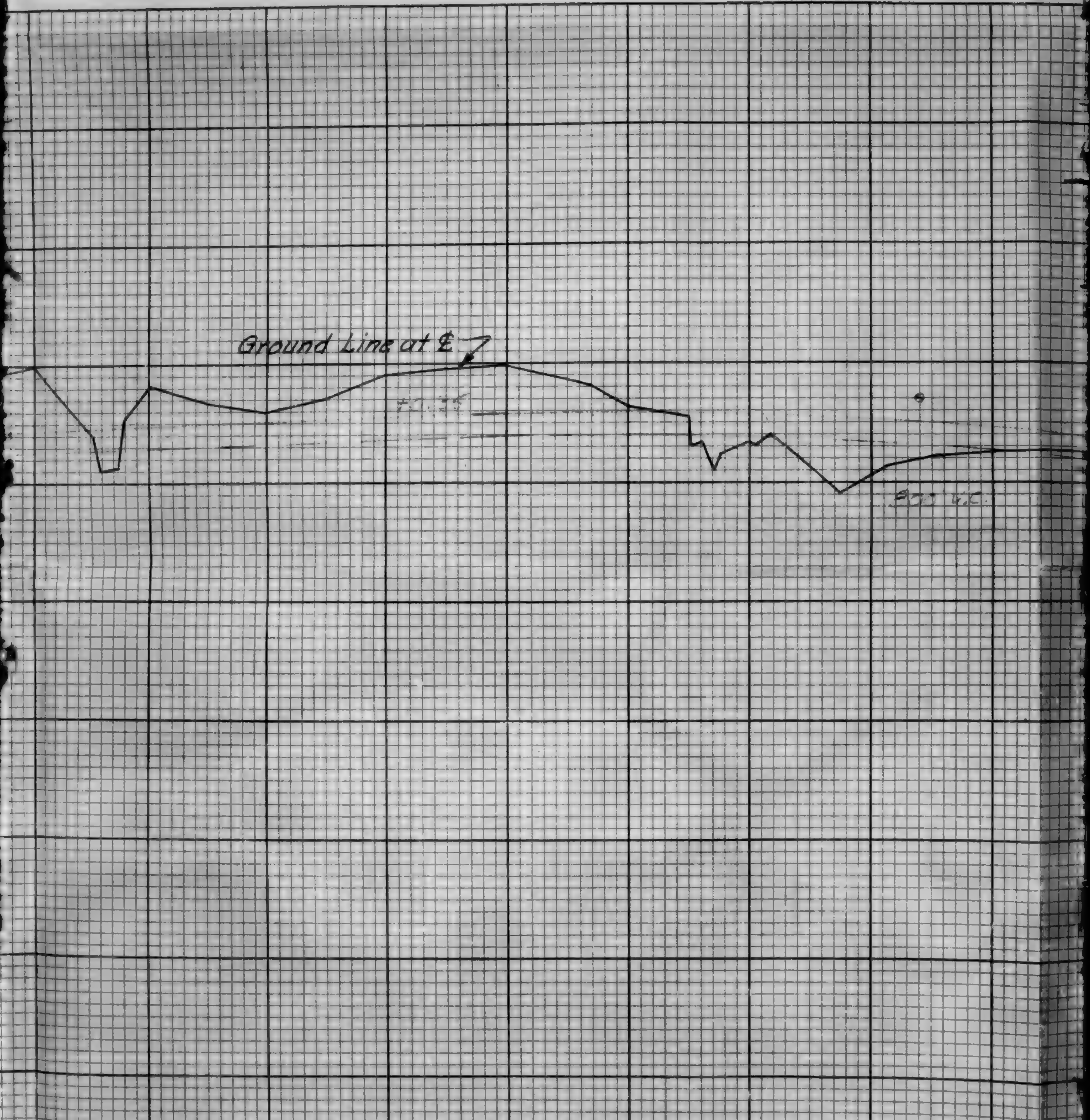


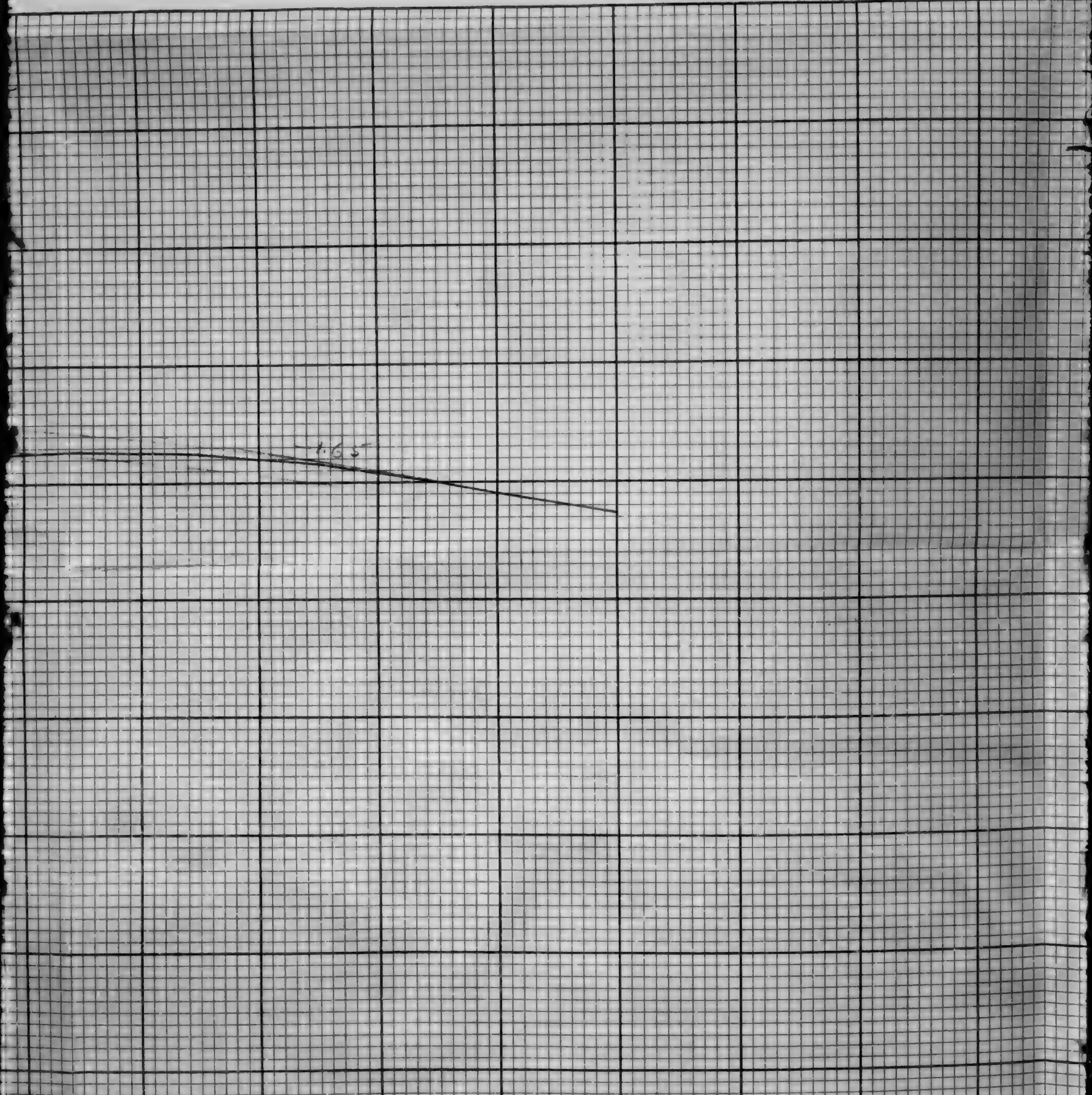
| ORIGINAL SURVEY | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |

NOTE BOOK

NO.




Ground Line at ℄
255
260


1.65
260
265

RECEIVED
JAN 23 1961
FORM E-30X 50M 7-59 22125
FOR FILING

F-[illegible]

5176

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1961

SUBJECT: Throughway Agreement
Garibaldi-Bay City Section
Oregon Coast Highway
City of Bay City

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County and City Relations Engineer

JDG:mm
Att.

APPROVED
Asst. Const. Engr.

RECEIVED
JAN [illegible] 1961
FOR FILING

FORM E-30 50M 7-60 29396

[illegible]

[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 16, 1961

Garibaldi

SUBJECT: Hobsonville-Bay City Section
Oregon Coast Highway

To:
Mr. Tom Edwards
Construction Engineer
Department

January 10, 1961 a field investigation was made with representatives of the Southern Pacific Railroad Company of the subject section. Representing the railroad company were the following:

J. A. Holmes, Assistant to Chief Engineer, from San Francisco
Mr. Newby from San Francisco
Mr. Koberstein, Division Engineer, from Portland
Mr. Kendrew, Assistant Division Engineer, from Portland

Representing the highway were J. D. Walker, Division Engineer, and R. D. Asburry, Assistant Division Engineer.

The delegation walked over and visually inspected the project from the grade crossing of the railroad at Station 109 to the point where the line leaves the railroad property and goes across Larson Cove, Station 175, and from the area from the existing railroad spur, Station 235, to Station 255. The railroad company representatives seem to be very agreeable with the plan in general and tentatively approved the plan from the tunnel area at Hobsonville to the southerly end of the project.

Through the area of the temporary connection they desired some changes. They advocated some alterations of plans of designs throughout the job, which they thought would be advantageous for their facility and which with their explanation seemed justified. The following is a list of their objections or recommendations on this project:

1. Through most of the area of the temporary connection, the relocated highway is too close to their facility. Through this area there are several chronic slides and sluffs along the railroad track from which material has to be removed at various times. With the highway facility so close to their facility, there is no place to dispose of this spoil without hauling it some distance. They would like to have sufficient area between the highway and railroad that this material can be side-cast directly across the railroad track.

Another point brought out was that derailments occur in this area and that since a large portion of the rail traffic is devoted to log hauling they believe that more area is needed between rail and highway to care for accidents from such causes.

2. At the area of the tunnel they were very agreeable to the removal of the tunnel and indicated they would work with us in every manner possible to get this work done. The typical section in this area they would like to have changed as follows:

The bottom of the cut slope on the hill side of the railroad to be 25 feet from the centerline of the railroad track. This would give a fallout area, also room for them to get equipment in to clean up any raveling or sluffing coming from the cut slope. They also would like to have this cut slope benched approximately half way up the cut slope. The bench to be approximately 50 feet above the railroad grade and to be a minimum width of 20 feet. The bench to drain laterally along the cut slope to the ends of the cut.

3. As they do most of their maintenance work now from roadways along the railroad, they requested that the shoulder of the highway be widened out in various locations to accommodate the parking of their maintenance trucks, one approximately half way between the grade crossing at Station 109 to the tunnel area, another one in the tunnel area, another one in the vicinity of Station 158 to 159, and another one in the vicinity of Station 173 to 175.

4. At the overcrossing structure, Station 203+, revisions be made in the structure for their maintenance road paralleling the railroad track, to be on the bay side of the railroad rather than on the hill side.

5. The present plans would make the spur track in Bay City inoperative. This would make it necessary to relocate the spur at another site. A tentative alternate site for the spur was shown to them on the bay side of the track opposite Station 252 to 258. They are making a tentative layout for the relocation of the spur track in this area and will submit it for consideration.

If the above recommendations are incorporated in the project, I am sure there will be no trouble in getting an agreement with the railroad company. In talking about the removal of the material over the railroad tunnel, they indicated they were sure it would be safe to haul material from the hill side of the cut across the existing tunnel down to an elevation of approximately 15 feet above the top of the tunnel. By doing this it would eliminate the crossing of the track at grade with a large portion of the material from the hill side of the railroad tracks.

Another factor they stressed in removing the material from around the tunnel was that after the grading had proceeded down to the top of the railroad tunnel the material should be taken out evenly on both sides of the tunnel so that there would not be unequal lateral pressure on the tunnel. They said they had performed this kind of work in the past and were quite familiar with it and would assist us in technical advice as far as they could.

JDWalker

J. D. Walker
Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. Ivan Merchant

RECEIVED
JAN 1 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-125-X
JAN 13 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 12, 1961

Mr. J. A. Holmes
Assistant to Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California

Subject: Garibaldi-Bay City Section
Oregon Coast Highway

Dear Sir:

Attached please find a copy of our soils and geological exploration log covering the exploratory work we did with the core drill on Hobsonville Point, which is on the subject section.

Also attached is a sketch contour map of this area showing in red the location of the various holes drilled.

We hope these logs will give you the information you desired. If we can be of further assistance to you, please do not hesitate in contacting us regarding it.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED

RECEIVED
JAN 19 1961
FOR FILING
F-129[illegible]
5976

Original & encl. to Edwards.

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Tillamook Bay-Fills)-2.

9 January 1961

Oregon State Highway Department

Salem, Oregon

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

T. W. Ragsdale

T. W. RAGSDALE
Chief, Operations Division

1 Incl
Permit dtd 9 January 1961

NPP FL 84
Apr 60

Garibaldi - Bay City

RECEIVED

FILED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 6, 1961

Mr. Lionel G. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 409 - Garibaldi (South)
G-Xing
S. P. Co. - Tillamook County

Dear Sir:

Herewith I hand you five signed copies of petition of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company and one copy each is for service upon Tillamook County and the City of Garibaldi.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards
J. D. Walker

RECEIVED
JAN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 6, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

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Assistant Counsel

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enc.

cc: G. S. Paxson
Tom Edwards
J. D. Walker

RECEIVED
JAN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Pux 409

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

| | |
|---|---|
| In the Matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Southern Pacific Company, known as the GARIBALDI (South) GRADE CROSSING project in the Southwest quarter (SW$\frac{1}{4}$) of Section 22, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon. | PETITION<br>No. ________ |

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That petitioner proposes the construction of a revised location of the Oregon Coast Highway between Garibaldi and Bay City, and that in connection therewith it will be necessary and desirable to construct a crossing at common grade across the tracks and right of way of Southern Pacific Company as shown on drawing titled S.P.R.R. Grade Crossing Garibaldi-Bay City Section, marked Exhibit "A", attached hereto and by this reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct a grade separation at the said location by reason of the minor volume of traffic on the railroad and by reason of the fact that it is contemplated that a future final location of the Oregon Coast Highway will be located on the Tillamook Bay side of the proposed grade crossing, and that thereafter the proposed grade crossing will be used only by a minor volume of local traffic.

V

That the estimated average daily volume of traffic on the highway at the said location, prior to the final relocation of the Oregon Coast Highway, will be 2,600 vehicles, and that the traffic on the railroad is an average of 4 train movements per day, Monday through Saturday.

VI

That the following are affected by the proposed crossing: Southern Pacific Company, Tillamook County, City of Garibaldi, and the petitioner.

VII

That the construction of said grade crossing as a portion of the highway improvement is necessary for the service, accommodation and convenience of the public in that the existing highway between Garibaldi and Bay City is inadequate for present highway needs.

VIII

That the vision of approaching trains by persons or drivers of vehicles traveling on the highway will be as follows:

| From Point on Highway | North on Railroad | South on Railroad |
|---|---|---|
| 500' South | 1000' | 400' |
| 50' South | 1440' | 410' |
| 500' North | 1000' + | 530' |
| 50' North | 1400' | 585' |

And that the view of the proposed traffic signals will be not less than 1000' along the highway on each side of the proposed crossing.

## IX

That the petitioner proposes for the purpose of protecting traffic across the crossing that there be installed two Commissioner's Standard No. 2B flashing light signals having horizontal bracket arms extending 10' from the outside of pavement with vertical clearances of 17' above the highway pavement, equipped with gongs, one being located at an appropriate location along the highway on each side of the railroad tracks, together with standard Highway Department advance warning signs along the highway.

## X

That the grade approaching the crossing from the south is a level grade and that the grade approaching the crossing from the north is an ascending grade of 0.215%, which grades are connected by a vertical curve 100' in length.

## XI

That the petitioner proposes that the construction and maintenance of the crossing, signals and advance warning signs be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the highway project.

(b) Except as hereinafter stated under THINGS TO BE DONE BY RAILROAD COMPANY, reimburse railroad for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of railroad company, after completion of the project and provide, install and thereafter maintain advance warning signs on the highway.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement under federal regulations:

1. Furnish and install two Commissioner's Standard No. No. 2B flashing light signals equipped with gongs, one being located at an appropriate location along the highway on each side of the railroad track.

2. Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of improvement of the crossing.

3. Make such rearrangements of signal or communication lines and of railroad fences as may be required.

(b) At its own cost and expense provide and install preservative treated ties and ballast on and along the portion of the track covered by the highway roadway, and provide adequate headers or guardrails for the retention of the highway pavement.

(c) At its own cost and expense maintain the railroad tracks, ties, ballast, electric signals, and other railroad facilities after construction of the crossing.

XII

That the said crossing is in the Southwest quarter (SW¼) of Section 22, Township 1 North, Range 10 West, W.M., in Tillamook County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 6th day of January, 1961.

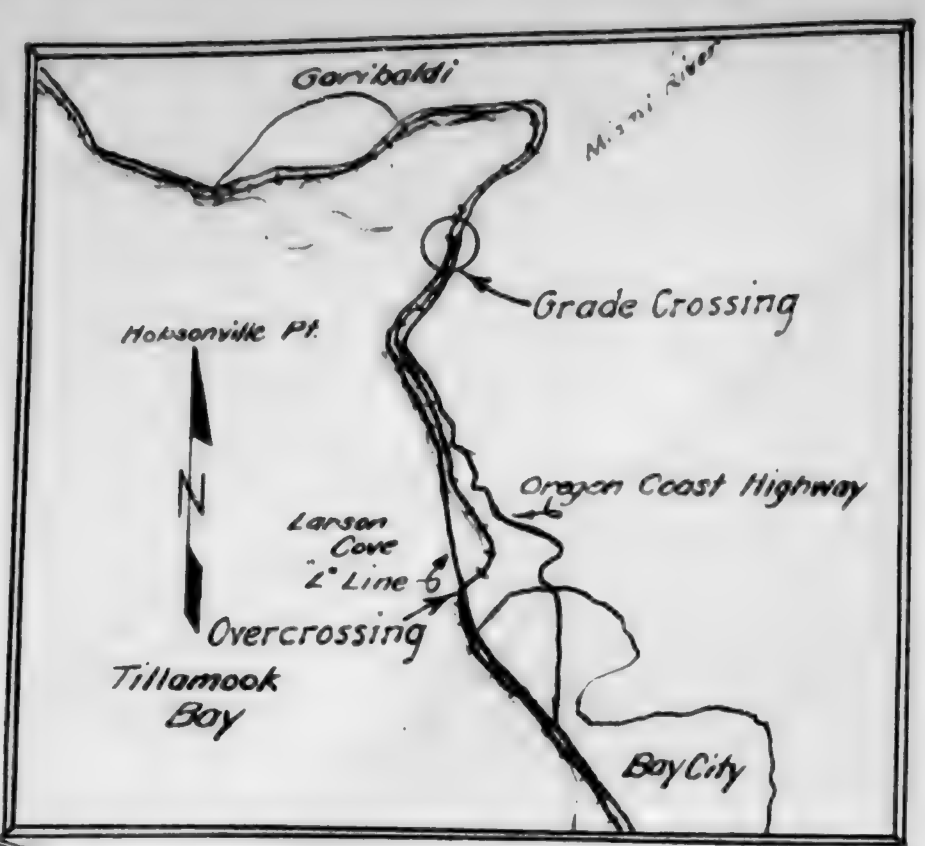
STATE OF OREGON, by and through its
State Highway Commission

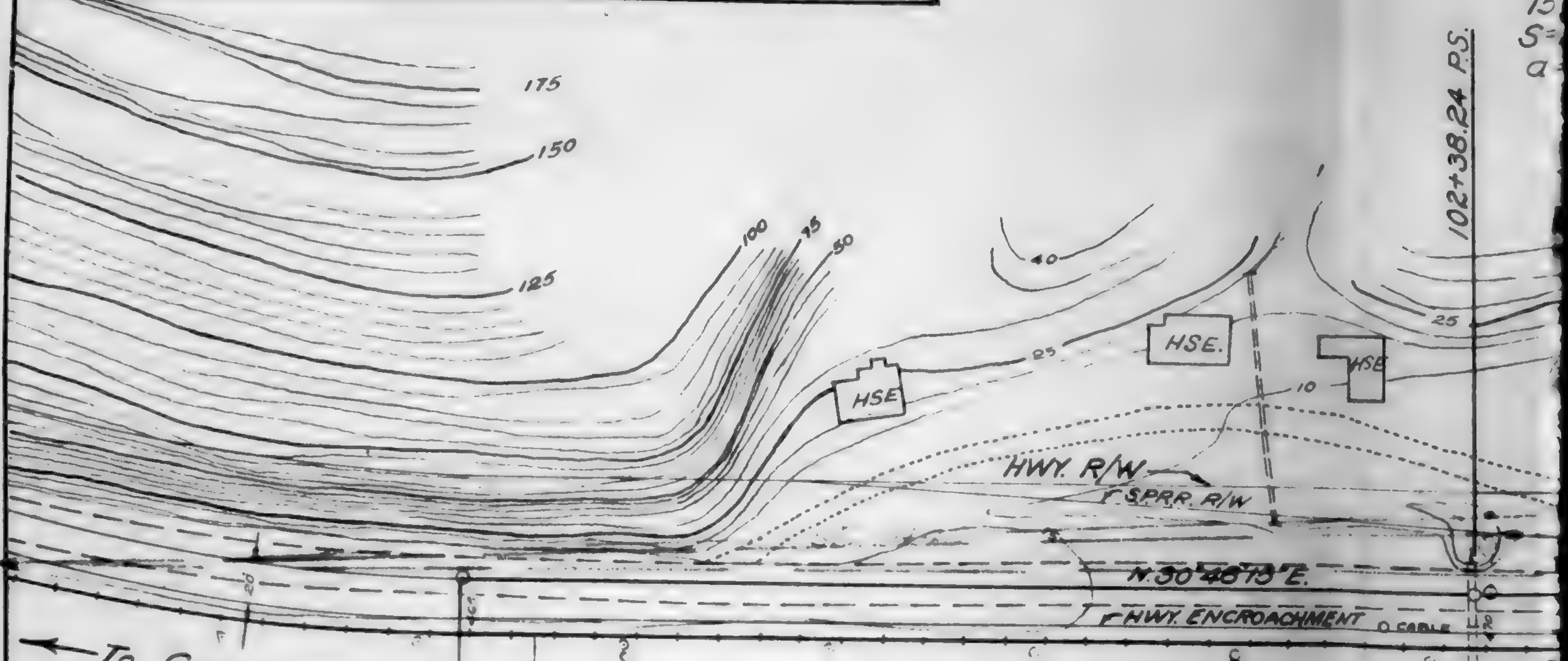
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By ______________________________
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

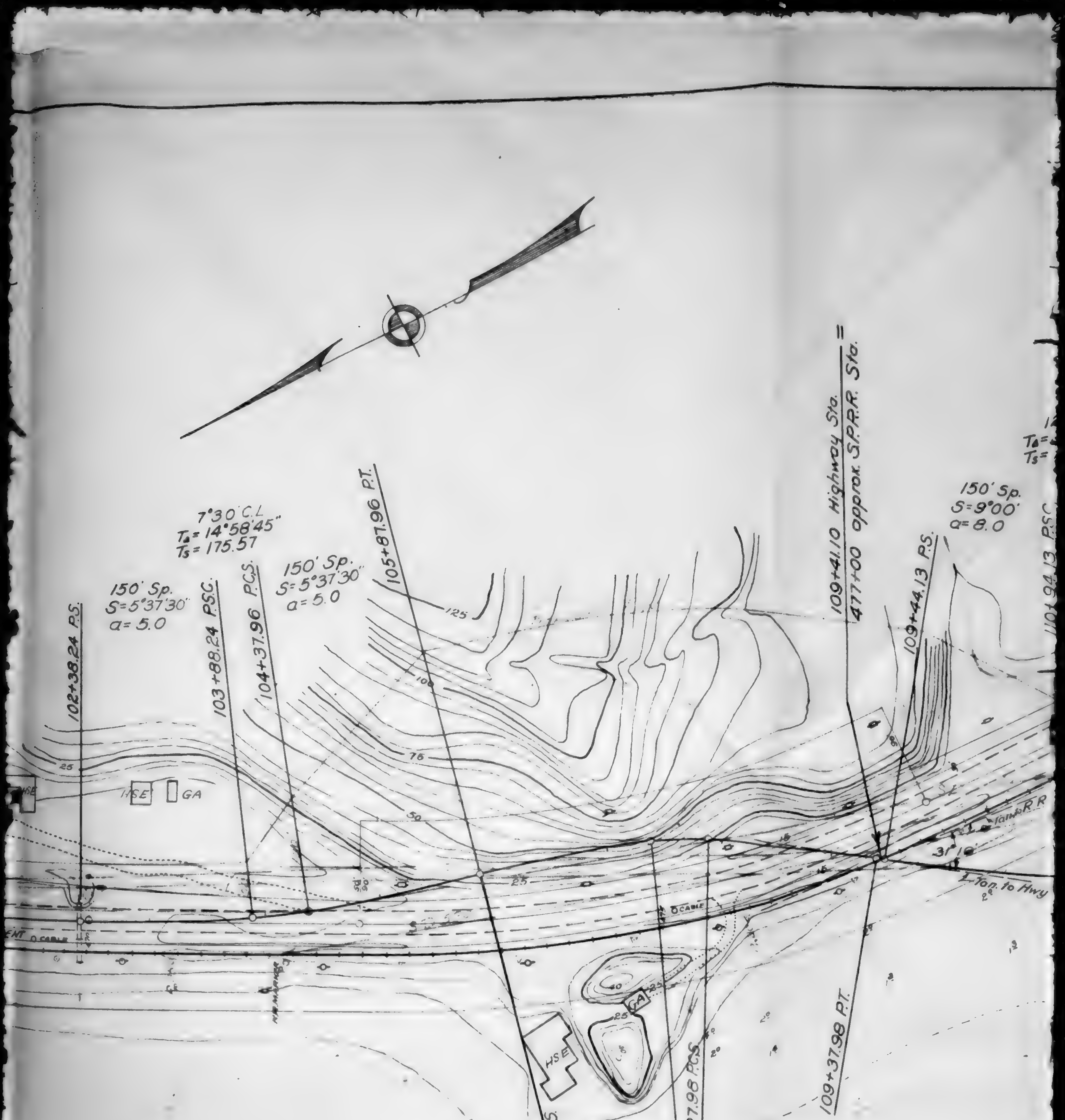
FINAL SURVEY.
NOTE BOOK
NO.

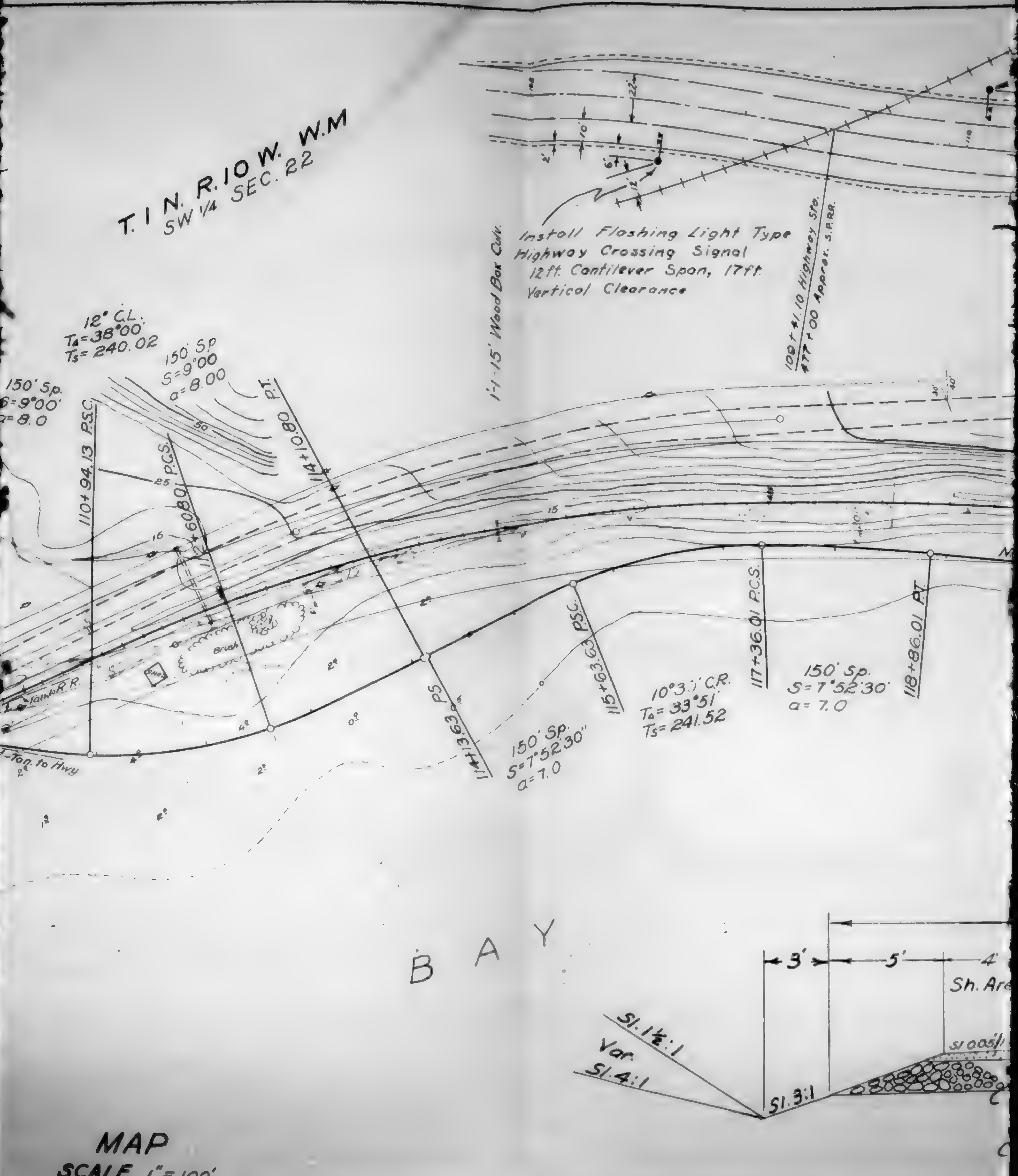
| | BY | DATE |
|---|---|---|
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |


Garibaldi
Miami River
Grade Crossing
Hobsonville Pt.
N
Oregon Coast Highway
Larson Cove
"L" Line
Overcrossing
Tillamook Bay
Bay City


175
150
125
100
95
90
40
25
25
10
HSE
HSE.
HSE
HWY. R/W
SPRR. R/W
N.30°46'13"E.
HWY. ENCROACHMENT
CABLE
To Garibaldi
S.P.R.R. R/W.
97+38.24 POT.
102+38.24 P.S.
SEC 22
TILLAMOOK

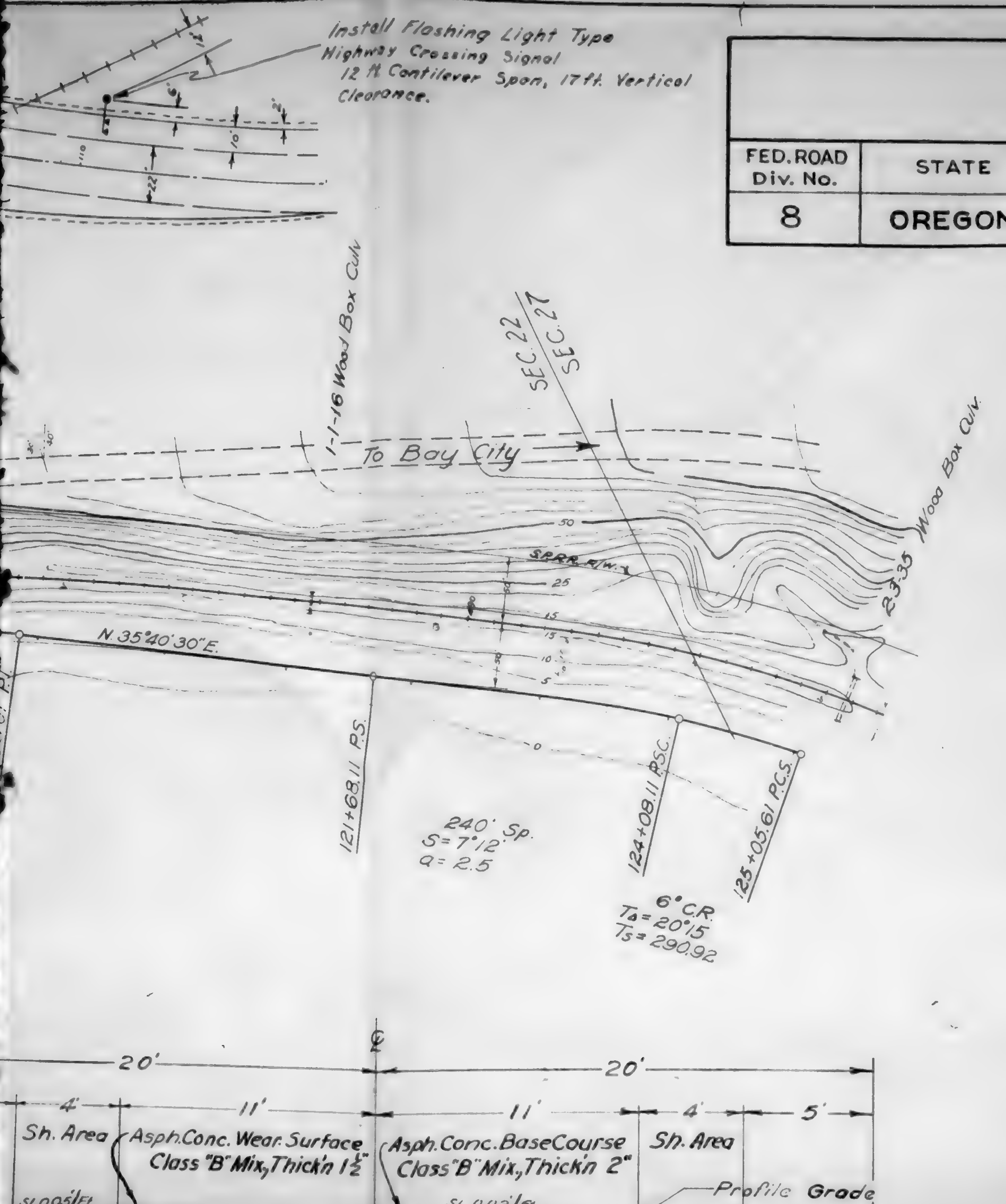
**NOTE**: S.P. Rail Road alignment could not be retraced. Rail Road alignment ties to "P" line Rail Road intersecting Sta. 477+00 approx.

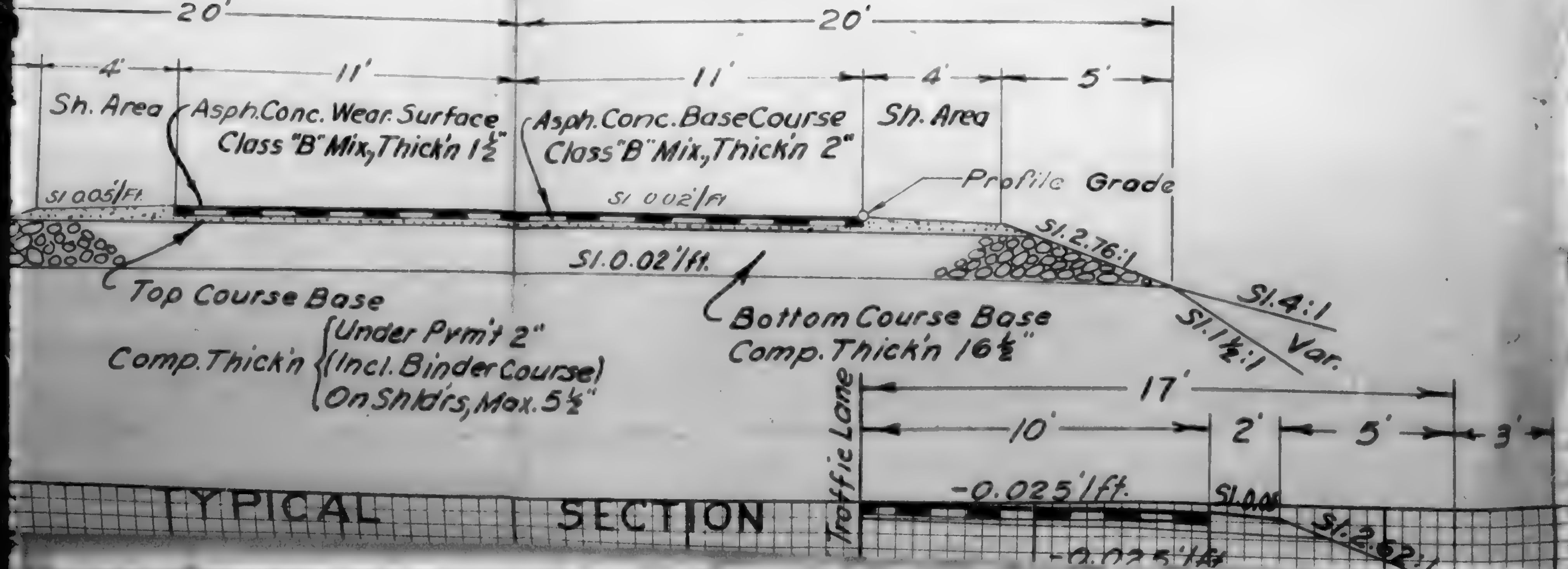

7°30' C.L
Ta = 14°58'45"
Ts = 175.57
150' Sp.
S = 5°37'30"
a = 5.0
102+38.24 P.S.
103+88.24 P.S.C.
104+37.96 P.C.S.
150' Sp.
S = 5°37'30"
a = 5.0
105+87.96 P.T.
109+41.10 Highway Sta.
=
477+00 approx. S.P.R.R. Sta.
109+44.13 P.S.
150' Sp.
S = 9°00'
a = 8.0
110+94.13 P.S.C
Ta =
Ts =
125
100
75
50
25
HSE
HSE
GA
CABLE
CABLE
GA
HSE
31°10'
Tan. R.R.
Tan. to Hwy
105+87.98 P.S.
107+37.98 P.S.C.
107+87.98 P.C.S.
109+37.98 P.T.
150' Sp.
S = 9°00'
a = 8.0
150' Sp.
S = 9°00'
a = 8.00
12° C.R.
Ta = 24°00'
Ts = 176.84
O K


T. 1 N. R. 10 W. W.M
SW 1/4 SEC. 22
Install Flashing Light Type
Highway Crossing Signal
12 ft. Cantilever Span, 17 ft.
Vertical Clearance
1'-1-15' Wood Box Culv.
109+41.10 Highway Sta.
477+00 Approx. S.P.R.R.
22'
10'
2'
6'
12'
110
12° C.L.
Tₐ=38°00'
Ts=240.02
150' Sp.
S=9°00'
a=8.0
150' Sp.
S=9°00
a=8.00
110+94.13 P.S.C.
112+60.80 P.C.S.
114+10.80 P.T.
114+13.63 P.S.
115+63.63 P.S.C.
117+36.01 P.C.S.
118+86.01 P.T.
150' Sp.
S=7°52'30"
a=7.0
10°30' C.R.
Tₐ=33°51'
Ts=241.52
150' Sp.
S=7°52'30'
a=7.0
50
25
16
15
Brush
Shed
Tan to R.R.
Tan. to Hwy
B A Y
3'
5'
4'
Sh. Are
Sl. 1½:1
Var.
Sl. 4:1
Sl. 3:1
30'
40'

MAP
SCALE 1" = 100'

| FED. ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 8 | OREGON | |

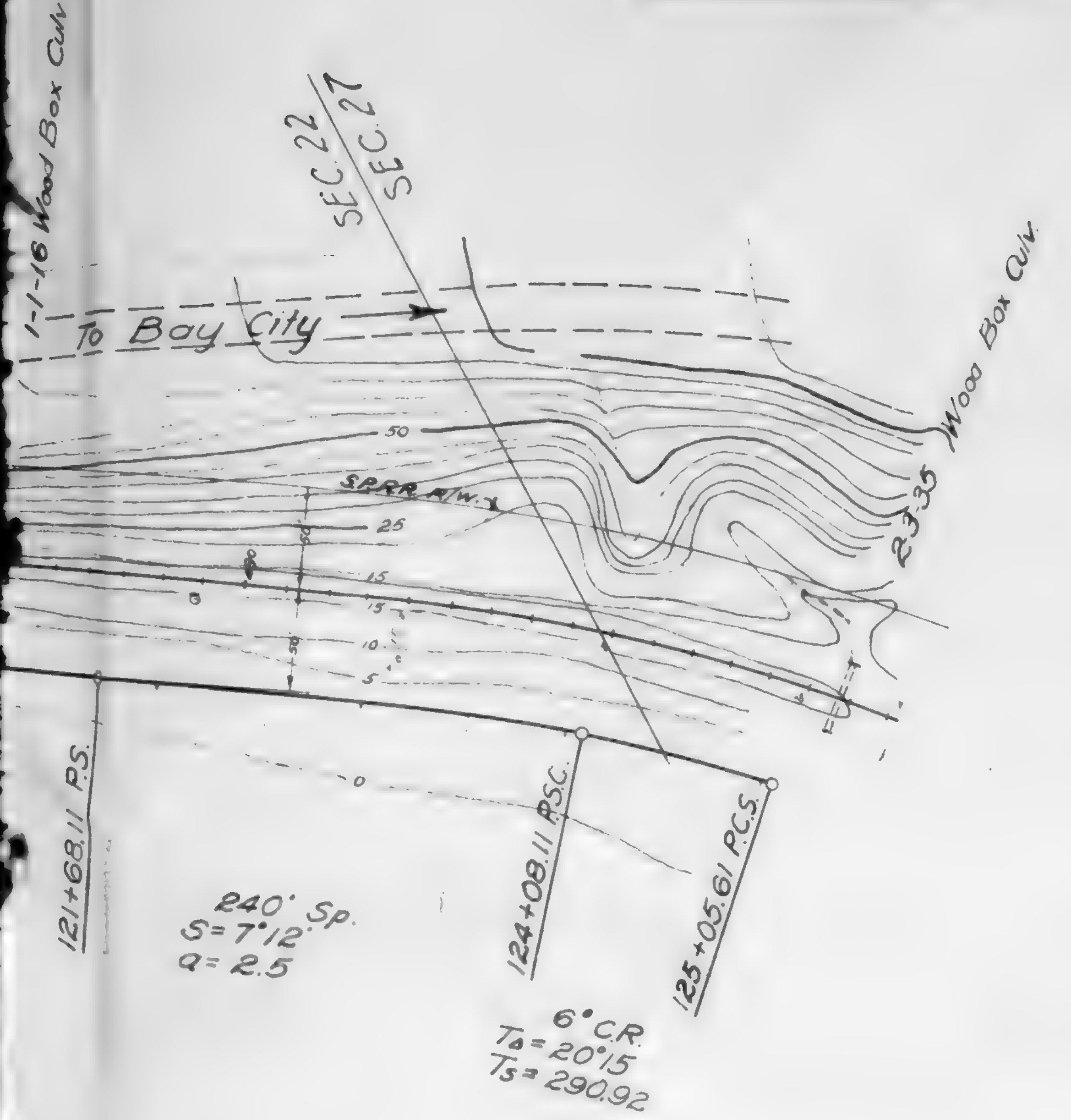

Install Flashing Light Type
Highway Crossing Signal
12 ft. Cantilever Span, 17 ft. Vertical
Clearance.
6'
2'
10'
22'
110
1-1-16 Wood Box Culv.
To Bay City
SEC. 22
SEC. 27
Wood Box Culv.
23-35
50
25
15
15
10
5
0
SPRR R/W
N. 35°40'30" E.
121+68.11 P.S.
124+08.11 P.S.C.
125+05.61 P.C.S.
240' Sp.
S = 7°12'
a = 2.5
6° C.R.
Tδ = 20°15'
Ts = 290.92

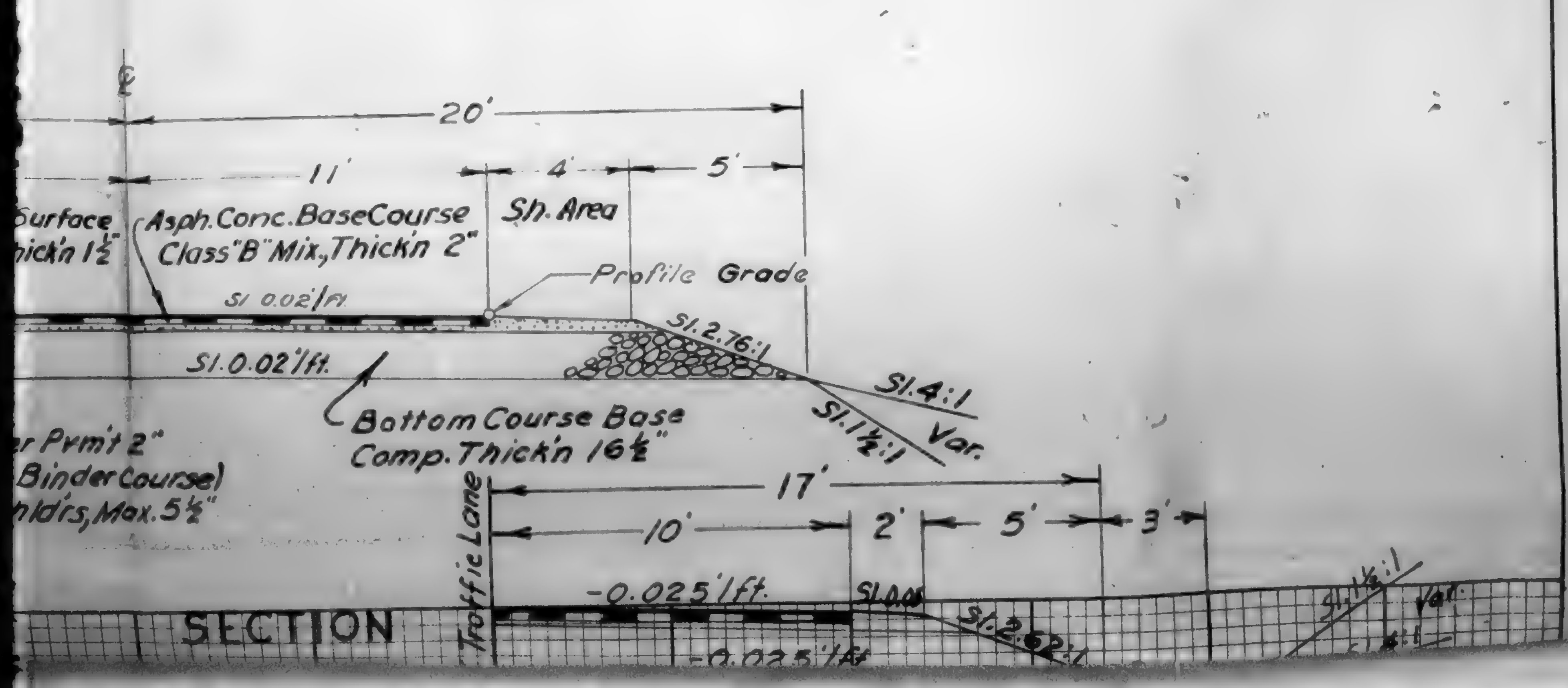

℄
20'
20'
4'
11'
11'
4'
5'
Sh. Area
Asph. Conc. Wear. Surface
Class "B" Mix, Thick'n 1½"
Asph. Conc. Base Course
Class "B" Mix, Thick'n 2"
Sh. Area
Profile Grade
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/ft.
Sl. 2.76:1
Sl. 4:1
Sl. 1½:1
Var.
Top Course Base
Comp. Thick'n
Under Pvm't 2"
(Incl. Binder Course)
On Shldrs, Max. 5½"
Bottom Course Base
Comp. Thick'n 16½"
Traffic Lane
17'
10'
2'
5'
3'
-0.025'/ft.
Sl. 0.05
Sl. 2.62:1
-0.025'/ft.

TYPICAL SECTION

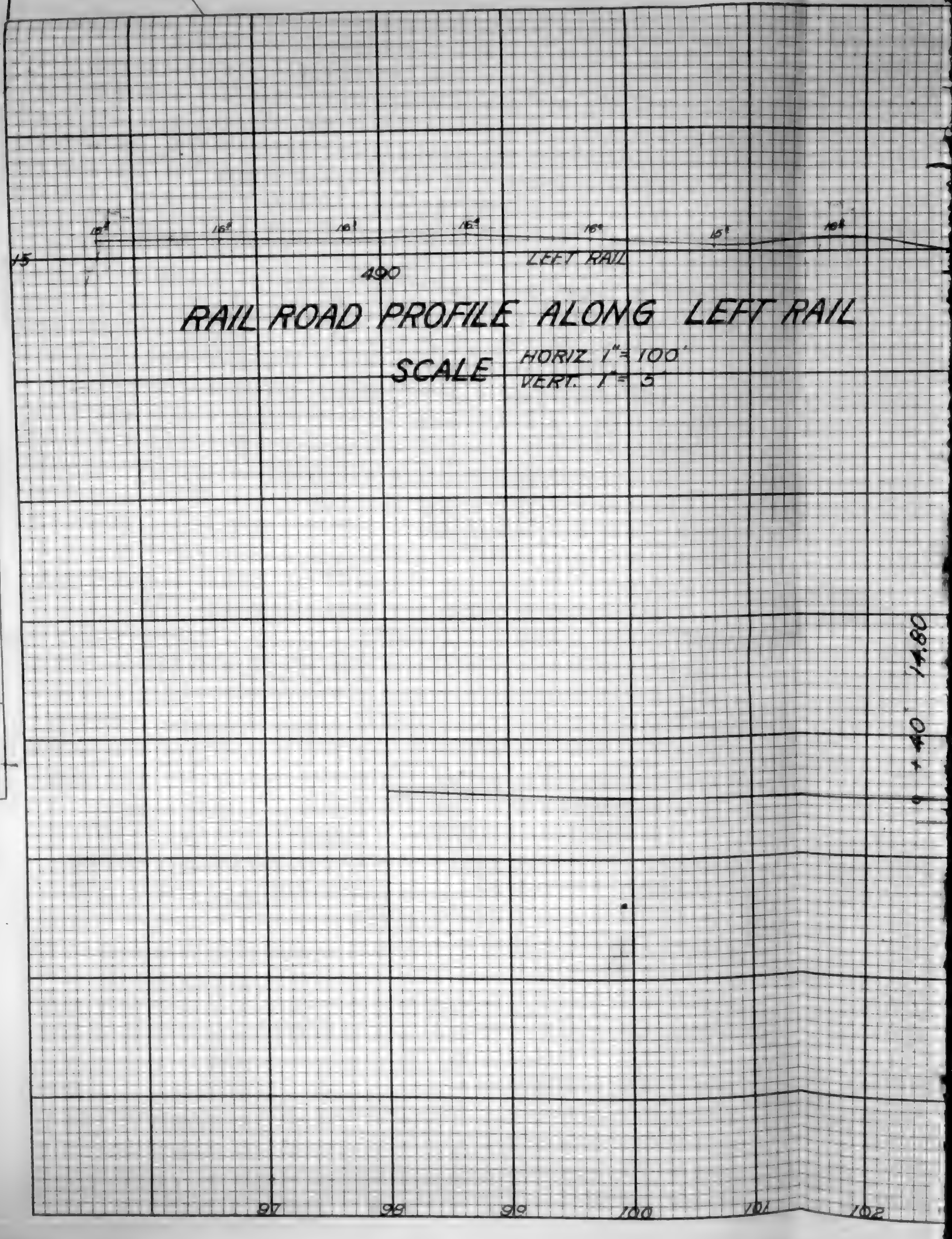
Install Flashing Light Type
Highway Crossing Signal
12 ft. Cantilever Span, 17 ft. Vertical
Clearance.

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET No. |
|---|---|---|---|---|
| | | | | TOTAL SHEETS |
| 8 | OREGON | | | See Index |


1-1-16 Wood Box Culv.
SEC. 22
SEC. 27
To Bay City
Wood Box Culv.
23.35
S.P.R.R. R/W.
50
25
15
15
10
5
0
121+68.11 P.S.
124+08.11 P.S.C.
125+05.61 P.C.S.
240' Sp.
S=7°12'
a=2.5
6° C.R.
Ta=20°15'
Ts=290.92


20'
11'
4'
5'
Surface
Thick'n 1½"
Asph. Conc. Base Course
Class "B" Mix, Thick'n 2"
Sh. Area
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 2.76:1
Sl. 4:1
Var.
Sl. 1½:1
Bottom Course Base
Comp. Thick'n 16½"
Prm't 2"
Binder Course
Shldrs, Max. 5½"
17'
10'
2'
5'
3'
Traffic Lane
-0.025'/ft.
-0.025'/ft.
Sl. 0.05
Sl. 2.62:1
Sl. 1½:1
Var.
Sl. 4:1
SECTION

**NOTE:** S.P. Rail Road alignment could not be retraced. Rail Road alignment ties to "P" line Rail Road intersecting Sta. 477+00 approx.

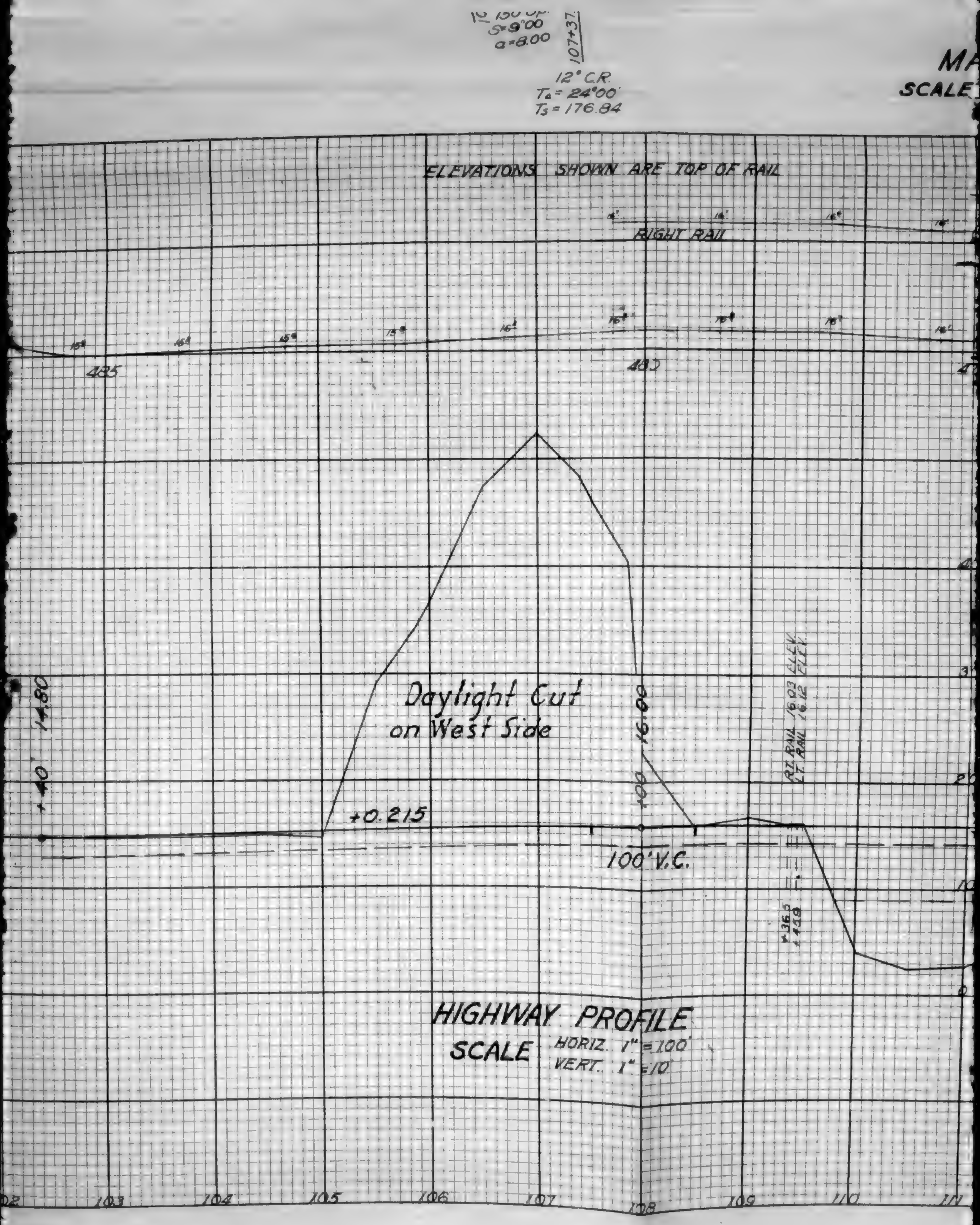


# RAIL ROAD PROFILE ALONG LEFT RAIL

SCALE HORIZ. 1" = 100'
VERT. 1" = 5'

15
490
LEFT RAIL
14.80
0 + 40
97
98
99
100
101
102

| | | |
|---|---|---|
| ORIGINAL SURVEY | BY | DATE |
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |
| NOTE BOOK | | |
| NO. | | |


PC 150 Sp.
S=9°00
a=8.00
107+37.
12° C.R.
Tc = 24°00'
Ts = 176.84
MA
SCALE
ELEVATIONS SHOWN ARE TOP OF RAIL
RIGHT RAIL
485
483
Daylight Cut
on West Side
+40' 14.80
100 16.00
+0.215
100' V.C.
RT. RAIL 16.03 ELEV.
LT. RAIL 16.12 ELEV.
+36.5
+13.9
102
103
104
105
106
107
108
109
110
111

HIGHWAY PROFILE

SCALE HORIZ. 1" = 100'
VERT. 1" = 10'

151.2''

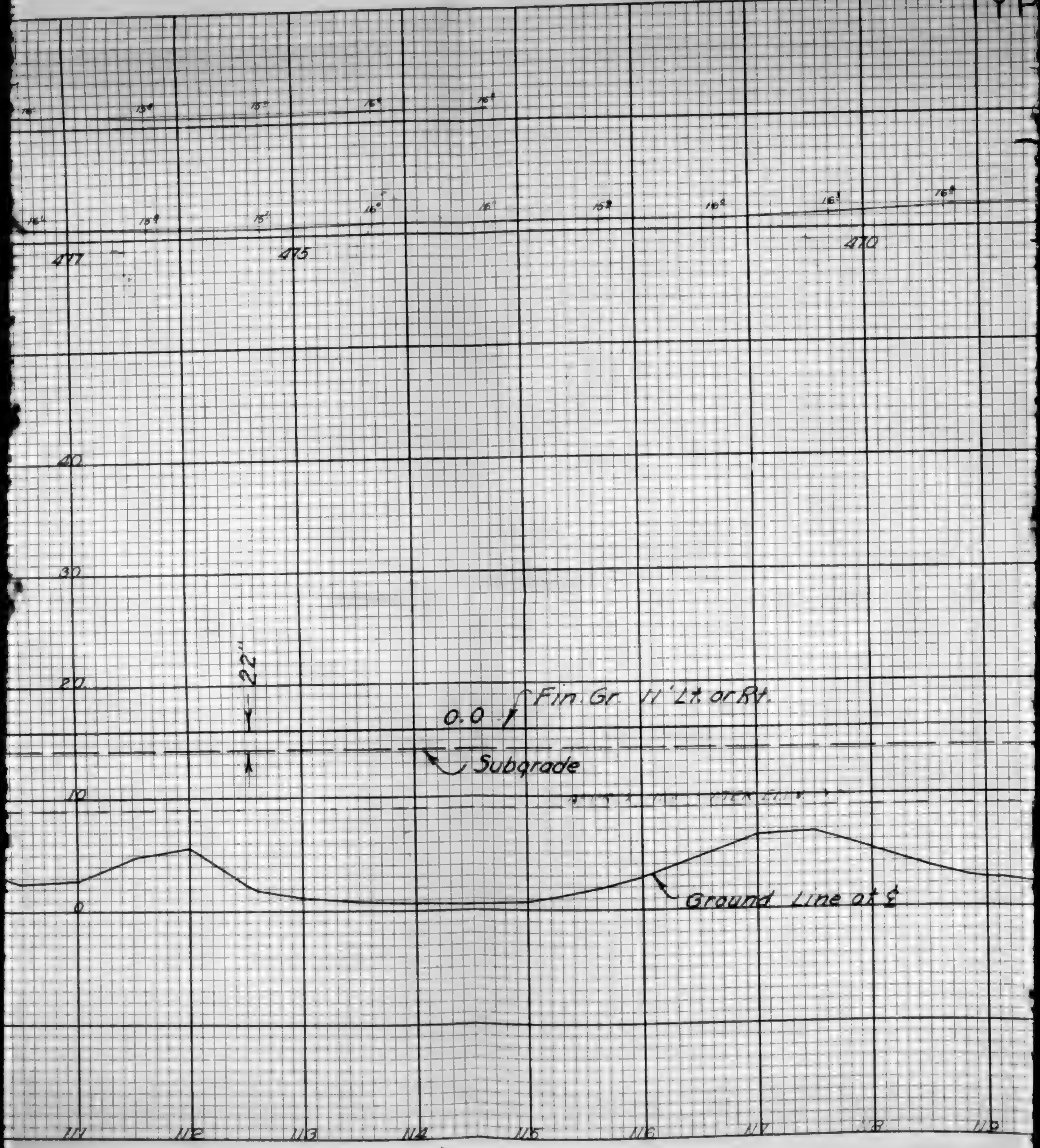
℄ Top Cours

Comp.Thic

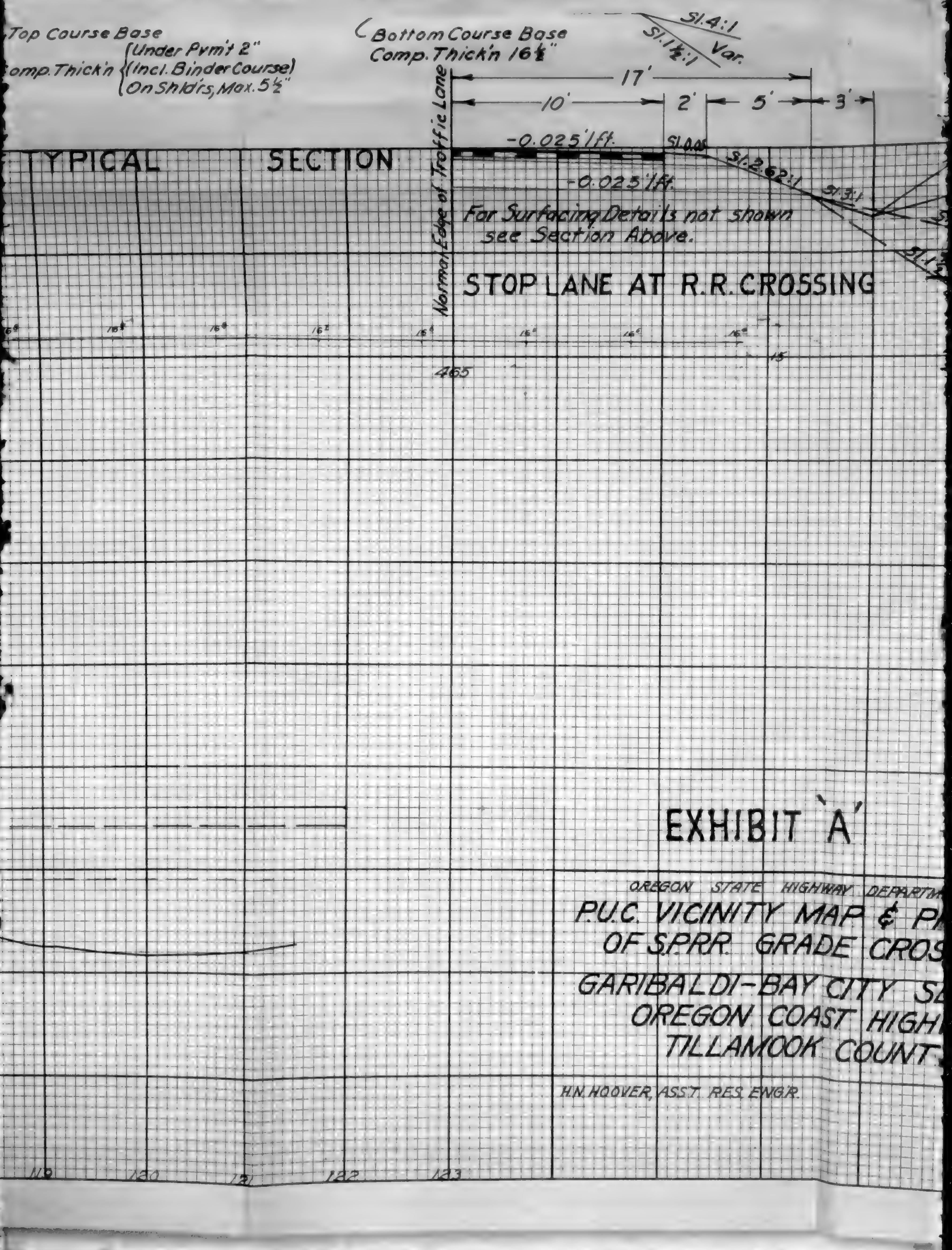
MAP

ALE 1"=100'

TYP



477
475
470
40
30
20
10
0
22''
0.0
Fin. Gr. 11' Lt. or Rt.
Subgrade
Ground Line at ℄
111
112
113
114
115
116
117
8
119


Top Course Base
omp. Thick'n {Under Pvm't 2" (Incl. Binder Course) On Shldrs, Max. 5½"
Bottom Course Base Comp. Thick'n 16½"
Sl. 4:1
Sl. 1½:1
Var.
17'
10'
2'
5'
3'
-0.025'/ft.
Sl. 0.05
Sl. 2.62:1
Sl. 3:1
-0.025'/ft.
Normal Edge of Traffic Lane
TYPICAL SECTION
For Surfacing Details not shown see Section Above.
STOP LANE AT R.R. CROSSING
465
15
119
120
121
122
123

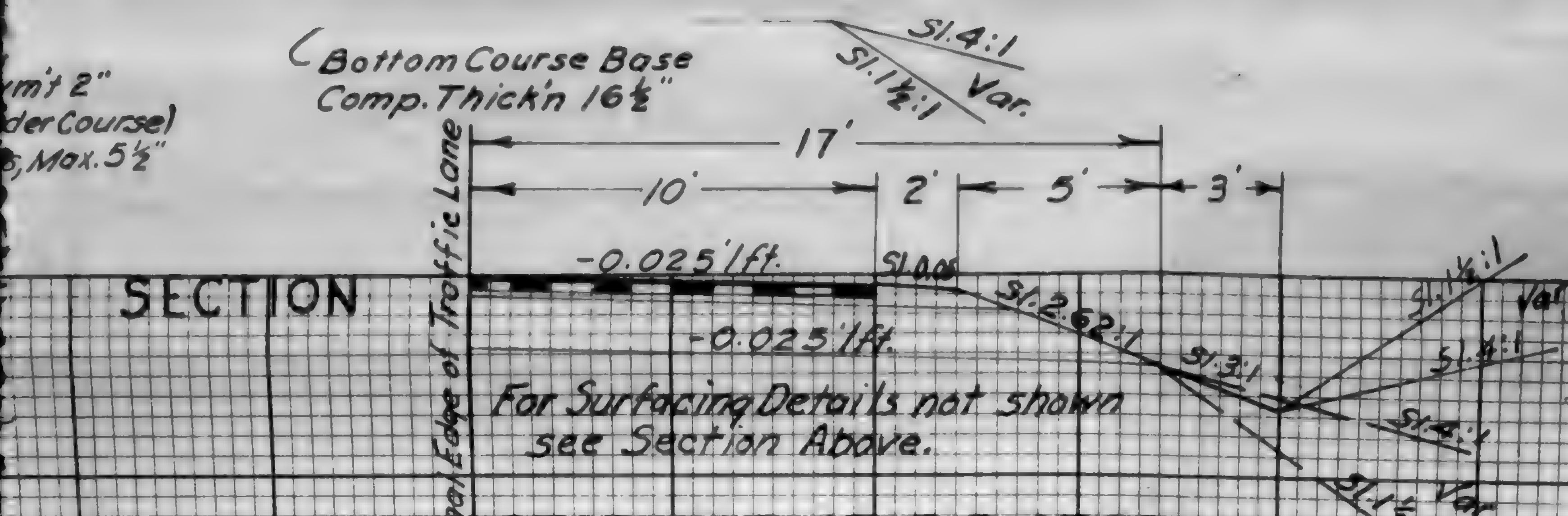
# EXHIBIT 'A'

OREGON STATE HIGHWAY DEPARTM

P.U.C. VICINITY MAP & PI
OF S.P.R.R. GRADE CROS

GARIBALDI–BAY CITY SE
OREGON COAST HIGH
TILLAMOOK COUNT

H.N. HOOVER, ASS'T. RES. ENG'R.


ym't 2"
der Course)
5, Max. 5½"
Bottom Course Base
Comp. Thick'n 16½"
Sl. 4:1
Sl. 1½:1
Var.
17'
10'
2'
5'
3'
-0.025'/ft.
Sl. 0.06
SECTION
Normal Edge of Traffic Lane
-0.025'/ft.
Sl. 2.62:1
Sl. 3:1
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Sl. 1½:1
Var.
For Surfacing Details not shown
see Section Above.

## STOP LANE AT R.R. CROSSING

# EXHIBIT 'A'

OREGON STATE HIGHWAY DEPARTMENT

## P.U.C. VICINITY MAP & PROFILE OF S.P.R.R. GRADE CROSSING

## GARIBALDI-BAY CITY SECTION
## OREGON COAST HIGHWAY
## TILLAMOOK COUNTY

H.N. HOOVER, ASS'T. RES. ENG'R. MAR. 1960

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FORM E-30 50M 2-60 26118

5736

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1961

**SUBJECT:** File No. 32233 - Southern
Pacific Company
Hobsonville-Bay City Section
Oregon Coast Highway
Tillamook County

**To:** Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Descriptions on the subject file have been forwarded to you from Mr. Floyd Scott.

I note that Parcel No. 1 is written as a fee taking. The area under Parcel No. 1 appears to be outside the limits of operating Railroad property and will probably be handled by their Property Department.

I have asked our Right of Way Supervisor to make an appraisal of the area involved. Upon completion of such appraisal, I will transmit the money figure to the Southern Pacific Company for negotiation.

The description of Parcel No. 1 was supplied to you for information purposes only.

D H Moehring

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

RECEIVED
JAN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

G. S. PAXSON

RECEIVED
DEC 29 1960
FOR FILING

Salem, Oregon
December 29, 1960

Garibaldi-Bay City Section
US101
Tillamook County

Mr. J. W. DeSouza

Herewith a print from and the tracing of a map entitled "P.U.C. Vicinity Map and Profile of S.P.R.R. Grade Crossing, Garibaldi-Bay City Section, Oregon Coast Highway, Tillamook County", dated March 1960.

The Oregon State Highway Commission proposes to improve the Oregon Coast Highway between Bay City and Garibaldi in Tillamook County. The revision of the highway places the highway west or outside the Southern Pacific Company's railroad tracks. The section of highway will be on embankment placed in Tillamook Bay over most of its length. The section proposed for immediate construction extends from Bay City to a connection with the existing highway about one mile south of Garibaldi. This connection with the existing highway requires a grade crossing of the Southern Pacific track as shown on the attached map. It is intended in the near future to extend the revision to a point north of Garibaldi keeping the highway outside the railroad for a part of the distance then overcrossing the track on a structure. When this future section is built the through traffic on the Coast Highway will not use the grade crossing. The grade crossing will remain in use by traffic going to and from Garibaldi and the Miami River Valley county road.

The crossing is in the SW¼ of Section 22, T. 1 N., R. 10 W., W.M. The highway and railroad centerlines intersect at Highway Station 109+41.10 and Railroad Station 477+00 (approx.). The highway is on a tangent at the crossing, but there are 12° curves within each side of the crossing. The railroad is on a spiral of curve approximately 5° at the crossing. The angle between the highway and the railroad center lines is 31° 16'. The highway is on a level grade at the crossing. The railroad is also on a level grade except for irregularities due to settlement.

The railroad is single track at this point. The highway will have two 11' travel lanes with 4' shoulders on each side. At the crossing and about 200' each side additional 10' lanes will be provided to allow buses, oil trucks and other vehicles required to stop at grade crossings to get out of the through traffic lanes. The paved roadway width at the crossing will be 42' with 2' shoulders on each side.

The sight distances from the highway along the railroad are as follows:

| From Point on Highway | North on Railroad | South on Railroad |
|---|---|---|
| 500' South | 37' | 400' |
| 50' South | 1440' | 410' |
| 500' North | 1000' + | 530' |
| 50' North | 1400' | 585' |

There are two trains each way (4 total) 6 days per week; no trains on Sundays. Trains average 60 cars each. All trains are freight. Highway traffic averages 2,600 vehicles per day.

This is a new crossing and does not eliminate any existing structure. It is of no benefit to the railroad company.

It is proposed that we bear all costs of the crossing except the railroad, at its own cost, will install treated ties and steel guard rails and will prepare its ballast to receive the pavement. The railroad, at the cost of the State, will furnish and install a flashing light signal equipped with gongs. The signal is to be P.U.C. No. 2 modified to provide the lights mounted on a bracket arm extending 10' over the truck stop lane and providing a vertical clearance of 17 feet above the pavement. The locations of the signals are shown on the map and typical section. The railroad will provide watchman and flagman service at the expense of the State. Reimbursements to the railroad are to be in accordance with PPM 30-3.

Please make the usual application to the P.U.C.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

P. S.

It is proposed that the State maintain the highway, including the surfacing between the railroad rails, and that the railroad company, at its own cost, maintain and operate the signals and all other railroad facilities.

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DEC 29 1960
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[illegible]

[illegible]

1904

December 29, 1960

Port of Bay City
2405 First Street
Tillamook, Oregon

Gentlemen:

In reply to your letter of December 15 relative to the State taking sand from Tillamook Bay to be used in our proposed highway location between Bay City and Garibaldi, we wish to advise that we have sufficient material available within the limits of the present project and borrow will not be required.

We do, however, wish to thank you for calling this to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:jk fn

# PORT OF BAY CITY
GARIBALDI, OREGON

Address All Correspondence To:
2405 FIRST STREET
TILLAMOOK, OREGON

**Commissioners:**
~~Don M. Viles, President,~~
~~Box 48, Garibaldi, Oregon~~
W. L. Burdick, Vice President,
Box 383, Manhattan Beach, Oregon
E. W. Erickson, Treasurer,
Box 186, Garibaldi, Oregon

**Commissioners:**
F. J. Vermilyea, Secretary,
Route 1, Bay City, Oregon
M. T. Hoy, Commissioner,
Box 219, Garibaldi, Oregon
A. E. Hagglund, Assistant Secretary,
2405 First Street, Tillamook, Oregon

December 15,1960

REFERRED TO
Cooper
By State Highway Engineer

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are informed that you intend to construct a fill on the West side of the Railroad track for the new highway between Bay City and Garibaldi; may we suggest that filling in with sand from the Tillamook Bay would be the handiest for you and at the same time help to deepen the channel in the Bay.

Kindly let us know if this would be feaceable, and if so we shall be pleased to cooperate with you and assist you in with your plans.

Yours very truly,

PORT OF BAY CITY

By: A. E. Hagglund
Assistant Secretary

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DEC 16 1960
OREGON
STATE HIGHWAY COMMISSION

4-57

8-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

F-139(61)

322

December 28, 1960

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to previous correspondence and discussions relative relocation of Highway 101 between Bay City and Garibaldi:

This highway relocation, as now proposed by you, entails parallel encroachment, construction of an overhead structure, and daylighting of our tunnel. In this particular area, have had considerable trouble from slides and have placed drainage pipes to remove water which saturates fill above our track.

Wish to call your attention to two locations: one, at MP 847.4; and, the other, at MP 847.7. These are old slides that have been reactivated by recent heavy rains. It appears water enters at upper regions of the slides, passing through the sub-soil, and at low tides water can be seen emerging from railroad fill at point about high tides.

Recommend your fills, to be placed adjacent to ours, be designed so as to pass sub-soil drainage eliminating the possibility of raising water table under our railroad sub-grade.

Your application is being progressed for construction of overhead structure; however, our commitment on this overhead structure does not and should not be considered as approval of this relocation of Highway 101.

Further investigation in the field will be made during January, 1961, by representatives from our general office, and we will advise further.

Yours truly,

AWKilborn

RECEIVED
JAN 4 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

Copy to [illegible] &
[illegible] 1/4/60.

E-121 (10)

5996

**U. S. ARMY ENGINEER DISTRICT, PORTLAND**
**CORPS OF ENGINEERS**
**628 PITTOCK BLOCK**
**PORTLAND 8, OREGON**

Garibaldi-
Bay City

NPPKW-1.4
NPP 285/70a(Tillamook Bay-Fills)-2

20 December 1960

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the U. S. Army Engineers for a permit to construct a highway fill in Tillamook Bay at several locations between Bay City and a point south of Garibaldi, Oregon.

It is planned by the applicant to place the embankment along the edge of the bay westerly of the railroad.

The proposed work is shown on a sketch on the reverse side of this notice.

Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and state, port and other local authorities. Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 6 January 1961.

for George E. Hyde
T. W. RAGSDALE
Chief, Operations Division

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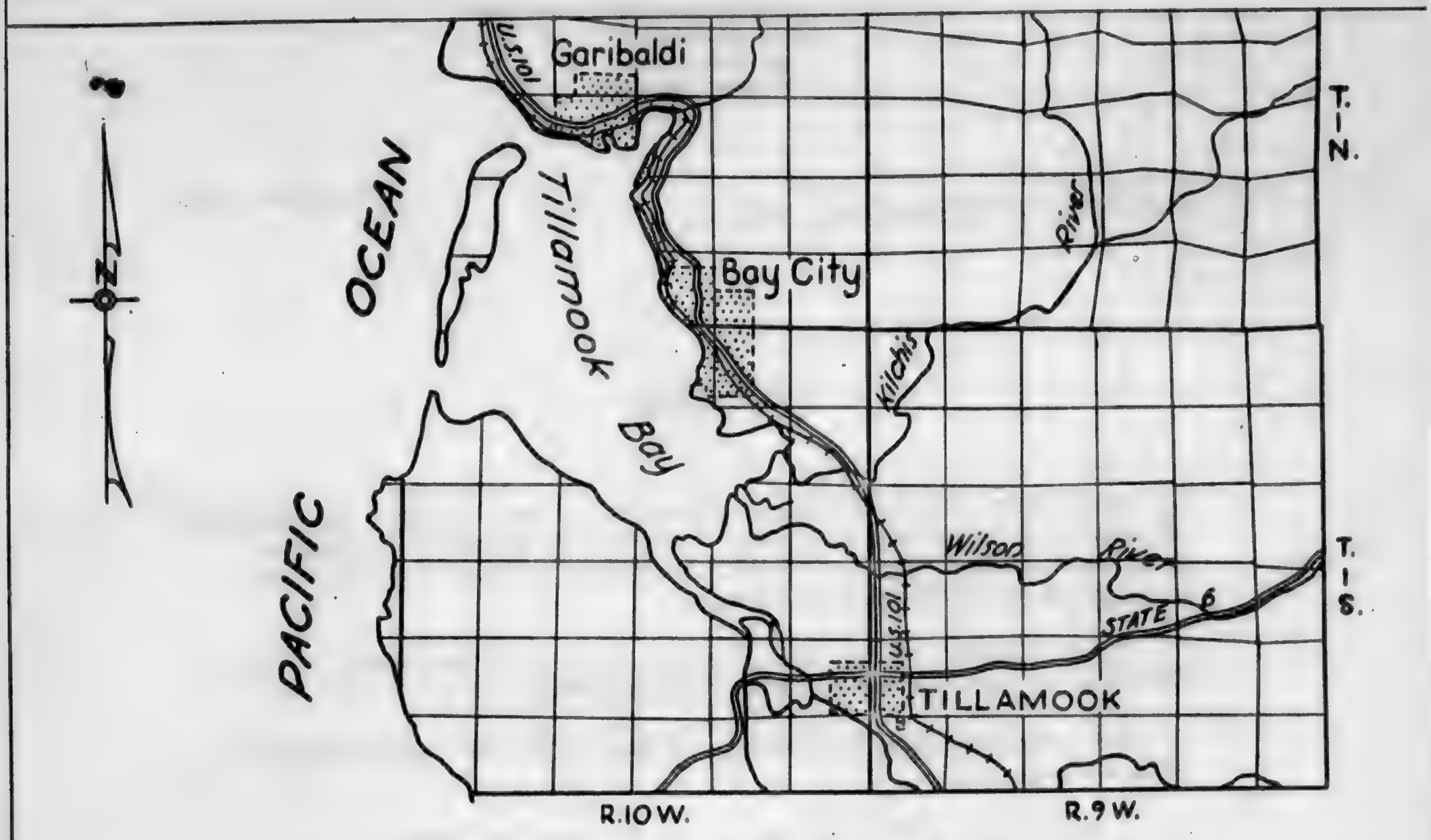
DEC 22 1960
OREGON
STATE HIGHWAY COMMISSION


Garibaldi
U.S.101
OCEAN
Tillamook Bay
N
Bay City
River
Kilchis
PACIFIC
Wilson River
STATE 6
U.S.101
TILLAMOOK
T.1N.
T.1S.
R.10W.
R.9W.

Location Map
Scale: ½" = 1 mile

OREGON STATE HIGHWAY DEPARTMENT

# PROPOSED EMBANKMENT IN TILLAMOOK BAY

## GARIBALDI – BAY CITY SECTION

OREGON COAST HIGHWAY
TILLAMOOK COUNTY
OREGON
DEC. 1960

Sheet 1 of 4

RECEIVED
MAR [illegible] 1961
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F 129(10)
5478

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 16, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: PUX 399 - Bay City O-Xing
S. P. Co.
Tillamook County

Dear Sir:

Herewith I hand you four signed copies of petition of the State Highway Commission in the above-titled matter.

Two copies are for service upon Southern Pacific Company and one copy is for service upon Tillamook County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. - 4

cc: O. S. Paxson
Ivan Merchant
Tom Edwards
J. D. Walker

RECEIVED
[illegible]

NOTED
[illegible]

Pux 399

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over and across the tracks and right of way of Southern Pacific Company, known as the BAY CITY OVERCROSSING project on the Oregon Coast Highway in the Northwest quarter (NW¼) of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon.

## PETITION

No._______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That the petitioner proposes the construction of a revised location of the Oregon Coast Highway between Garibaldi and Bay City, and that in connection therewith it will be necessary and desirable to construct an overcrossing structure over and across the tracks and right of way of Southern Pacific Company as shown by Drawings Nos. 15701 and 8828-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the proposed overcrossing structure is necessary and proper for the service, accommodation and convenience of the public in that a crossing at grade at said point would not be in the interest of safety either on the highway or on the railroad.

V

That the estimated traffic on the proposed structure, after completion thereof, will be an annual daily average of 2300 vehicles, which traffic will be subject to normal annual increases, and that the estimated traffic on the railroad is two train movements per day.

VI

That the proposed structure will be on a 3100' vertical curve connecting an ascending grade of 3.56 % from the north and an ascending grade of 3.50% from the south.

VII

That the petitioner proposes that the construction and maintenance of the project be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of said project and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenditures incurred in connection therewith which are reimbursable and not prohibited under the accounting practices contained in Policy and Procedure Memorandum 30-3, issued by the Public Roads Administration under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the proposed structure with its appurtenances and highway approaches after the completion of the project.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement under federal regulations, make such rearrangements in its signal and communication lines as may be required to safeguard them during the construction of the project, and reinstall the same in permanent locations after completion of the project.

(b) Subject to reimbursement under federal regulations, furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement under federal regulations, place and remove such telltales as may be required for railroad operations during impairment of vertical clearances.

(d) Subject to reimbursement under federal regulations, remove and replace right of way fence as may be required for the construction of the project.

(e) At its own cost and expense, maintain existing and future railroad tracks and their appurtenances and facilities after completion of the project.

VIII

That during the construction of the proposed structure there will be no impairment of horizontal clearances, but that the vertical clearance over the top of rails will be reduced to 21'0", which impairment will be removed after the completion of the construction.

IX

That the proposed construction is in the Northwest quarter (NW¼) of Section 34, Township 1 North, Range 10 West, W.M., Tillamook County, Oregon.

WHEREFORE, petitioner prays for an order authorizing such construction and the temporary impairment of vertical clearances and for the operation of trains during the period of such impaired clearance, and for such other and further order or orders as may be proper in the premises.

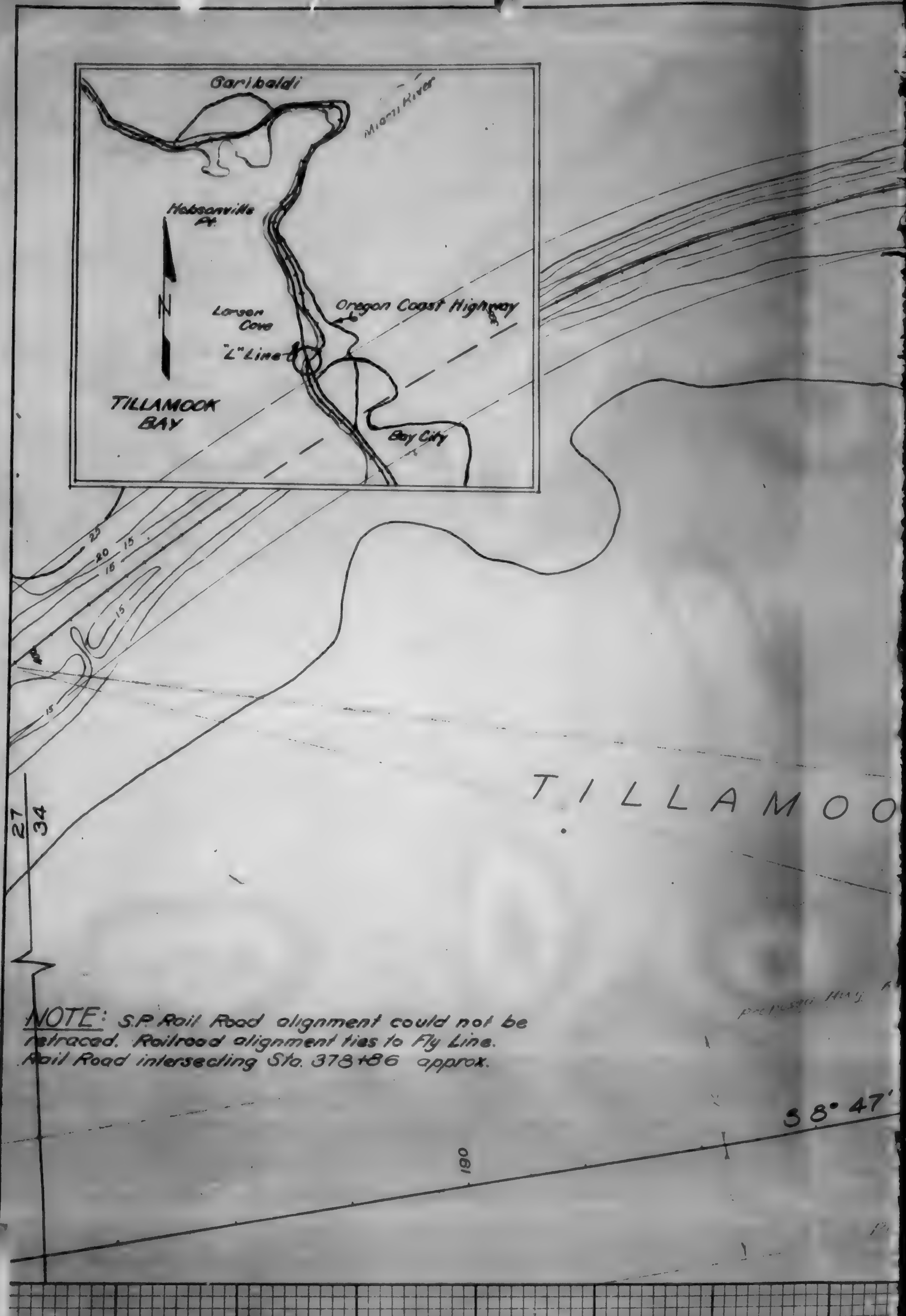
Dated at Salem, Oregon, this 16th day of December, 1960.

STATE OF OREGON, by and through its
State Highway Commission

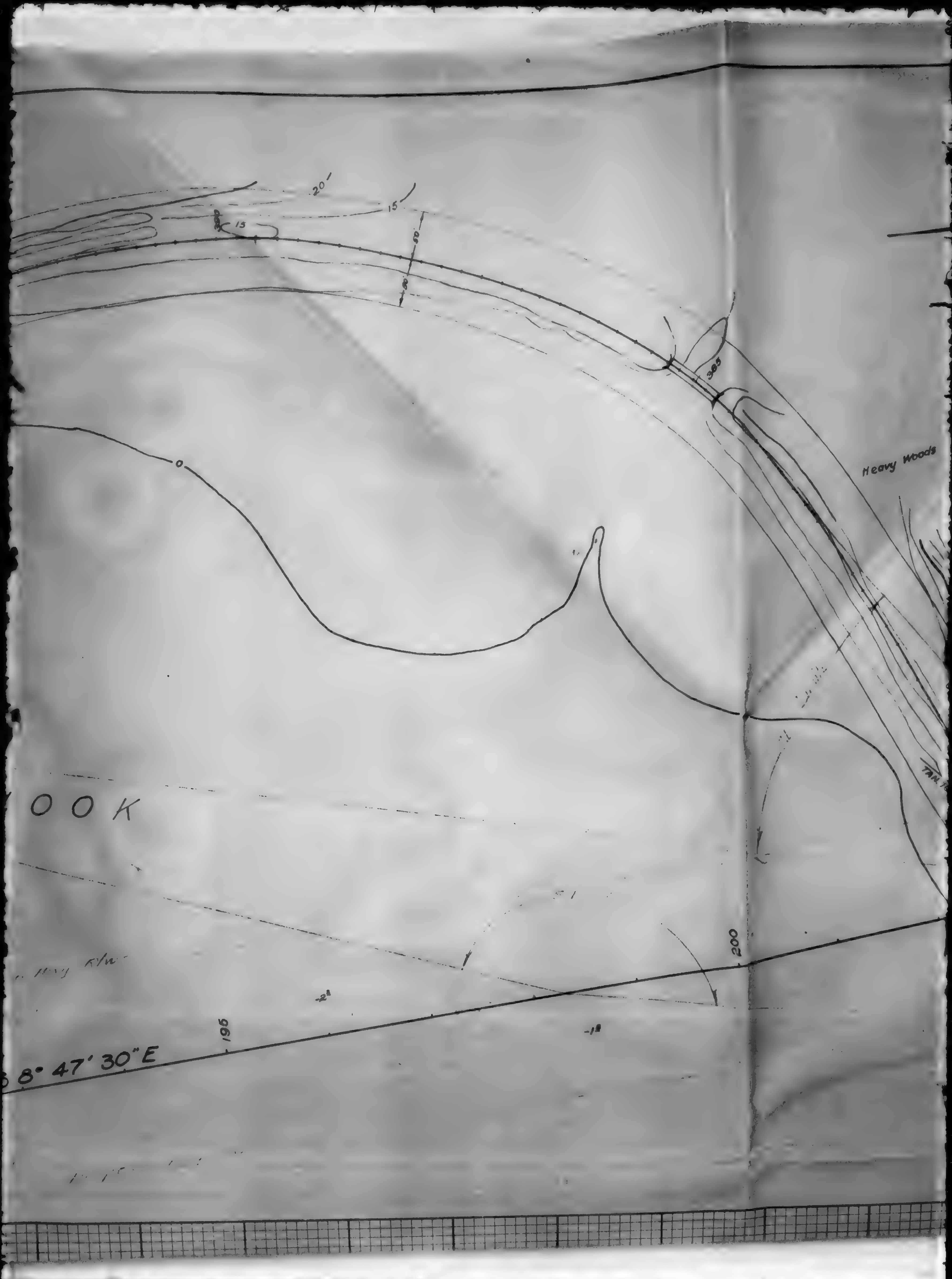
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By ______________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

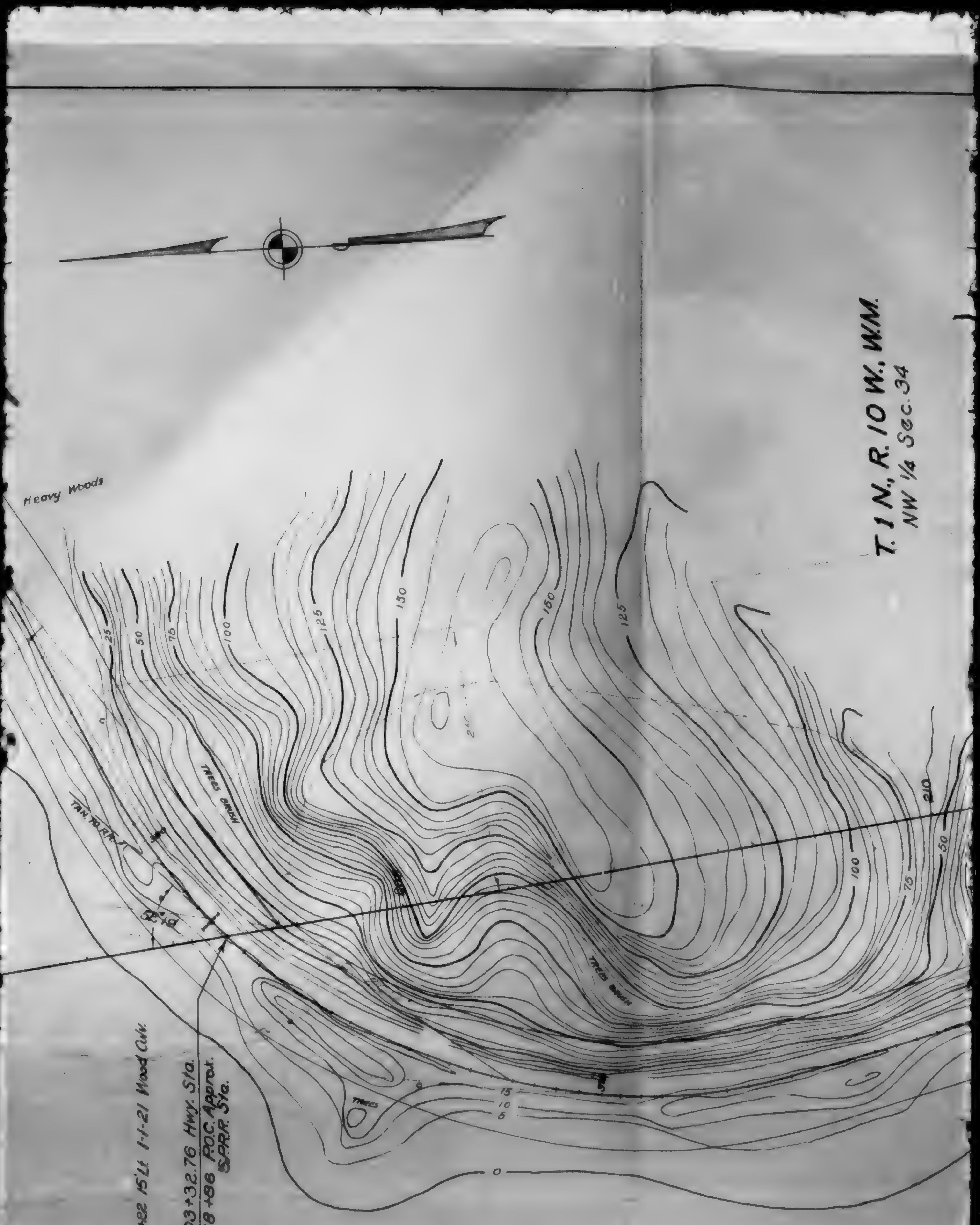
| | | |
|---|---|---|
| FINAL SURVEY | BY | DATE |
| SURVEYED | | |
| PLOTTED | | |
| TEMPLATE | | |
| AREAS | | |
| AREAS CHECKED | | |
| NOTE BOOK NO. | | |


Garibaldi
Miami River
Hobsonville Pt.
N
Larson Cove
Oregon Coast Highway
"L" Line
TILLAMOOK BAY
Bay City
25
20
15
15
15
15
TILLAMOO
27
34
190
S 8° 47'

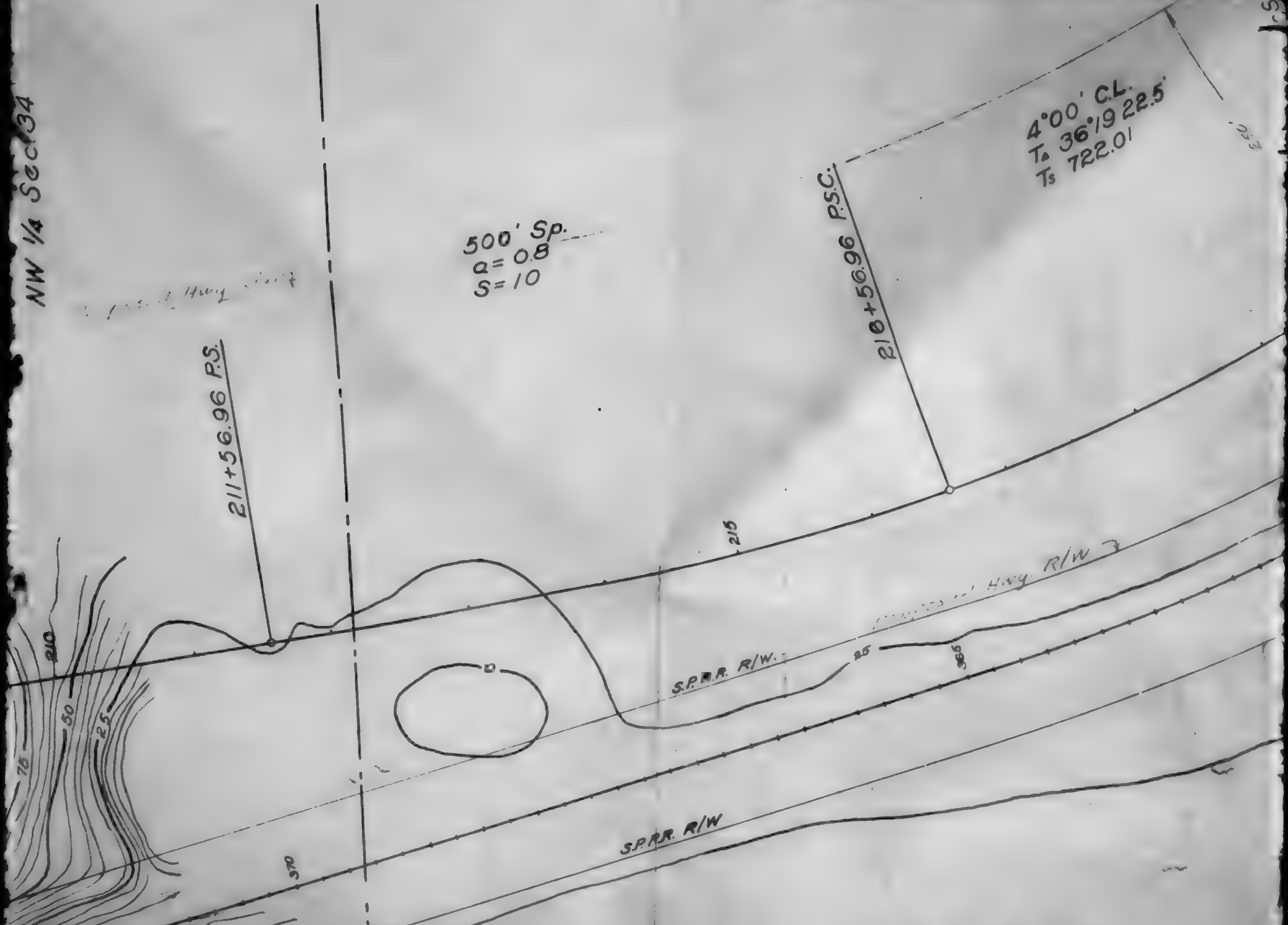
NOTE: S.P. Rail Road alignment could not be retraced. Railroad alignment ties to Fly Line. Rail Road intersecting Sta. 378+86 approx.



20'
15'
15
50
385
Heavy Woods
0
OOK
200
195
8° 47' 30" E
-2
-1

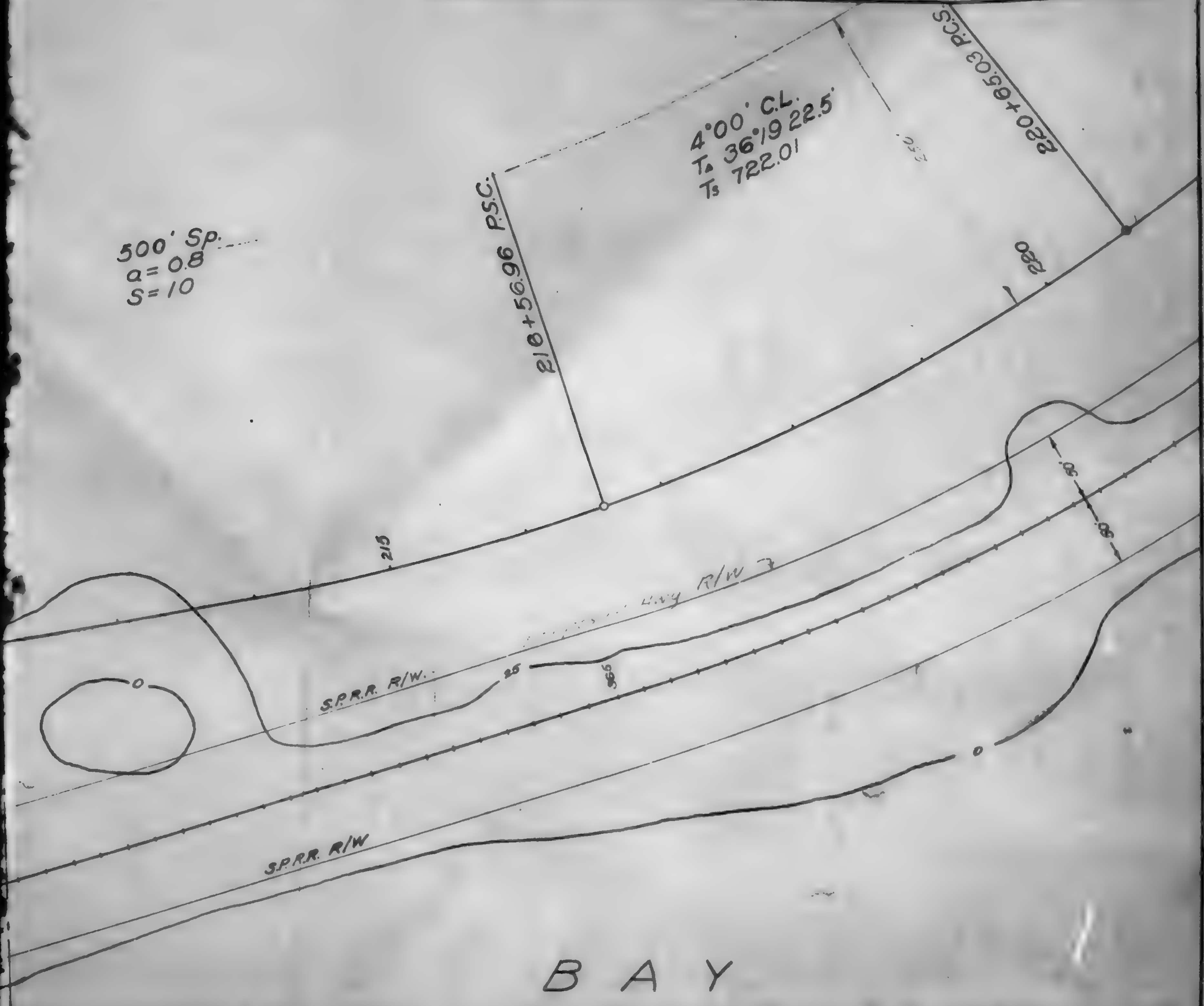

T. 1 N., R. 10 W., W.M.
NW 1/4 Sec. 34
Heavy Woods
Trees Brush
Trees Brush
Tan. to R.R.
Trees
203+22 15'Lt. 1-1-21 Wood Culv.
203+32.76 Hwy. Sta.
378+86 P.O.C. Approx. S.P.R.R. Sta.
210
0
5
10
15
25
50
75
100
125
150

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | F |
|---|---|---|---|
| 8 | OREGON | | |

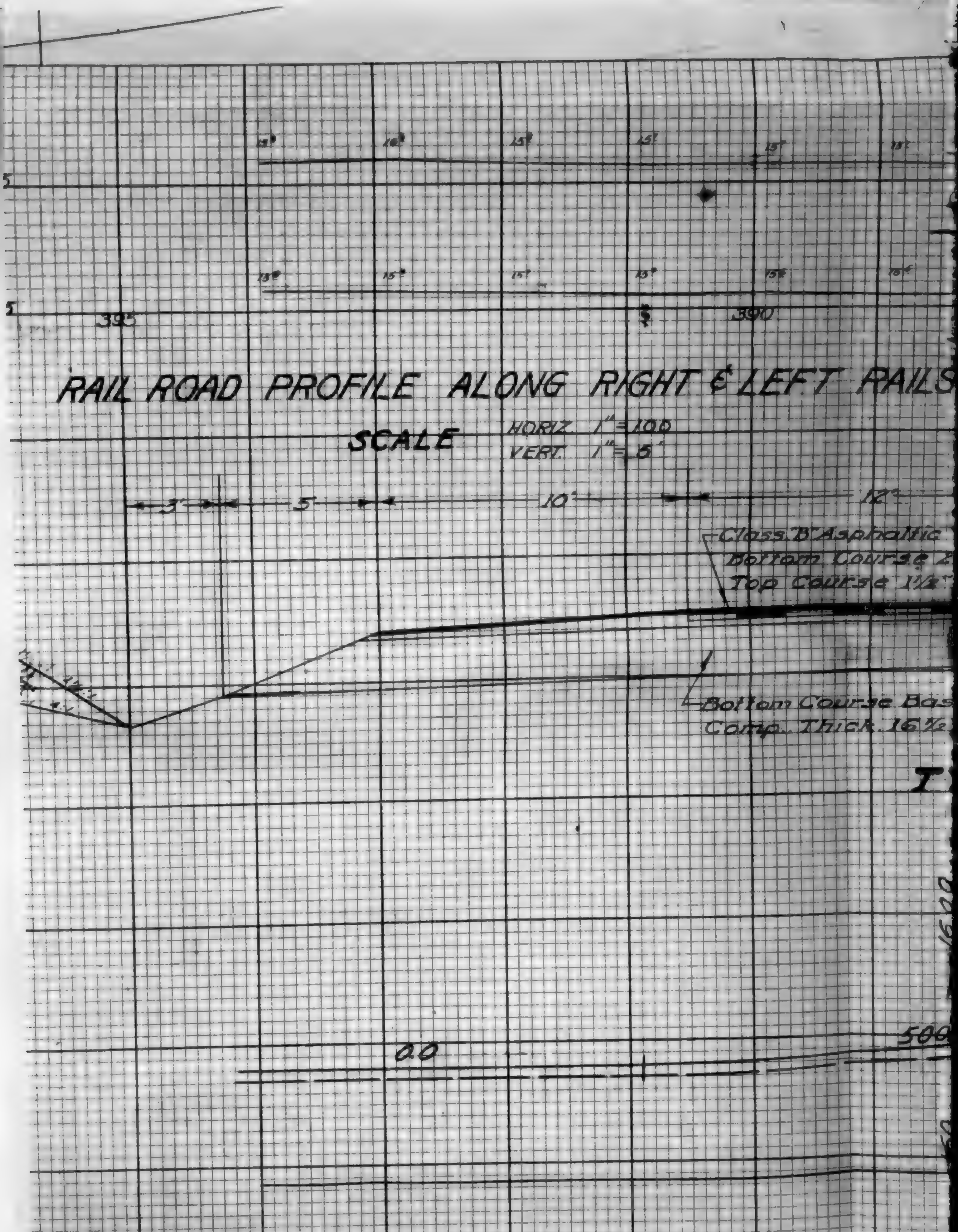

NW 1/4 Sec 34
211+56.96 P.S.
500' Sp.
a=0.8
S=10
218+56.96 P.S.C.
4°00' C.L.
T∆ 36°19'22.5'
Ts 722.01
215
210
75
50
25
S.P.R.R. R/W.
Proposed Hwy R/W
25
365
370
S.P.R.R. R/W
BAY

MAP
SCALE 1" = 100'

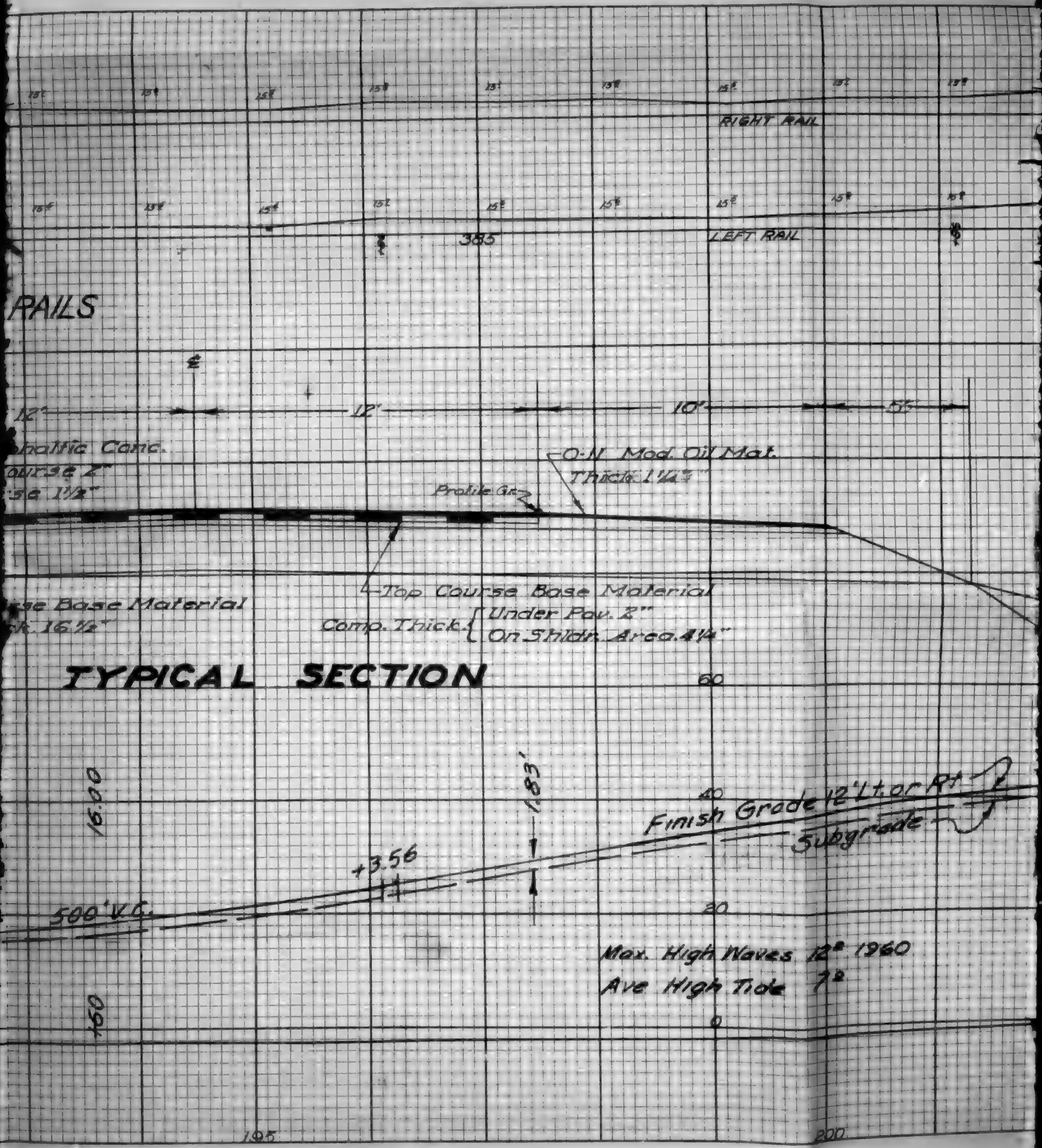
| | | | | SHEET No. |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | See Index |

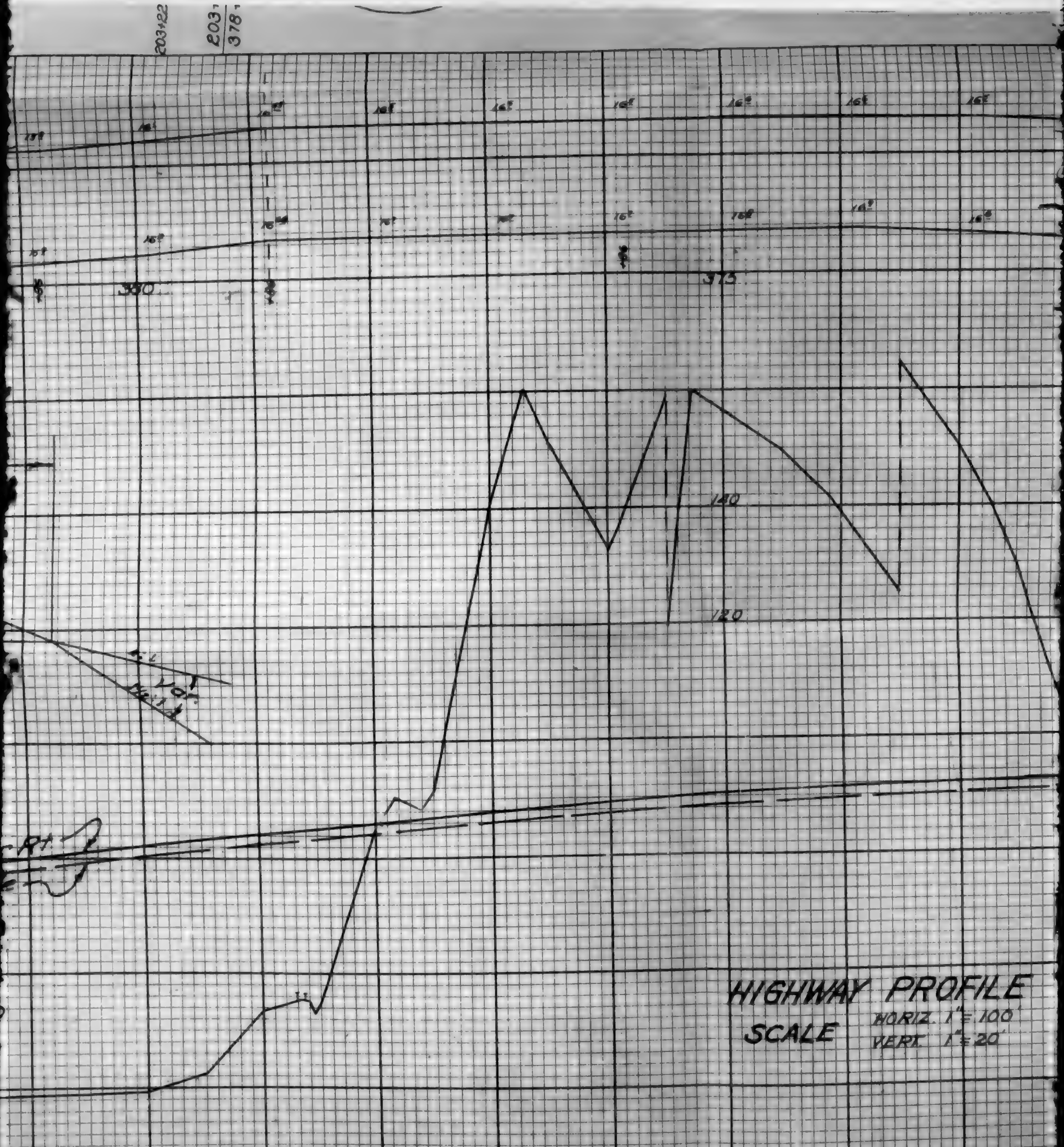

500' Sp.
a=0.8
S=10
218+56.96 P.S.C.
4°00' C.L.
$T_a$ 36°19 22.5'
$T_s$ 722.01
220+65.03 P.C.S.
220
215
S.P.R.R. R/W.
S.P.R.R. R/W
R/W
25
0
BAY

MAP
SCALE 1" = 100'

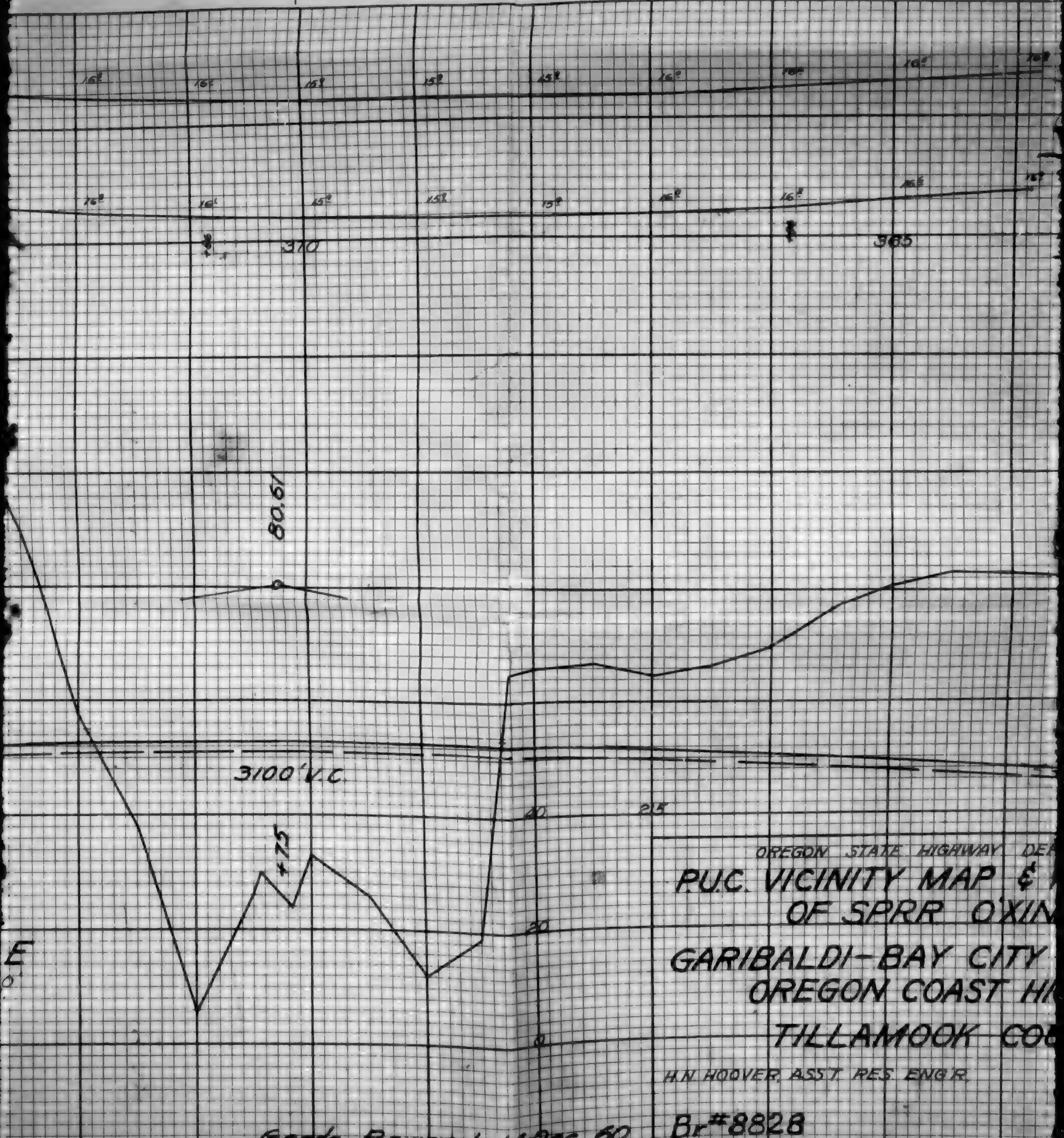


15
15
15
15
15
15
15
15
15
15
15
15
395
390
RAIL ROAD PROFILE ALONG RIGHT & LEFT RAILS
SCALE
HORIZ. 1" = 100
VERT. 1" = 5'
3'
5'
10'
12'
Class "B" Asphaltic
Bottom Course 2
Top Course 1½"
Bottom Course Bas
Comp. Thick 16½
T
500
0.0
190


RIGHT RAIL
LEFT RAIL
385
RAILS
℄
12'
12'
10'
5'
phaltic Conc.
ourse 2"
se 1½"
O-N Mod. Oil Mat.
Thick 1¼"
Profile Gr.
Top Course Base Material
Comp. Thick. Under Pav. 2"
On Shldr. Area 4¼"
se Base Material
k. 16½"
TYPICAL SECTION
60
40
20
0
16.00
1.83'
+3.56
500' V.C.
Finish Grade 12' Lt. or Rt.
Subgrade
Max. High Waves 12º 1960
Ave High Tide 7º
150
195
200


203+22
203
378
380
375
140
120
Rt.
var.
205

HIGHWAY PROFILE
SCALE HORIZ. 1" = 100'
VERT. 1" = 20'


310
365
80.61
3100' V.C.
+75
E
210
215
40
20
0

OREGON STATE HIGHWAY DEP

P.U.C. VICINITY MAP &

OF S.P.R.R. O'XIN

GARIBALDI-BAY CITY

OREGON COAST HI

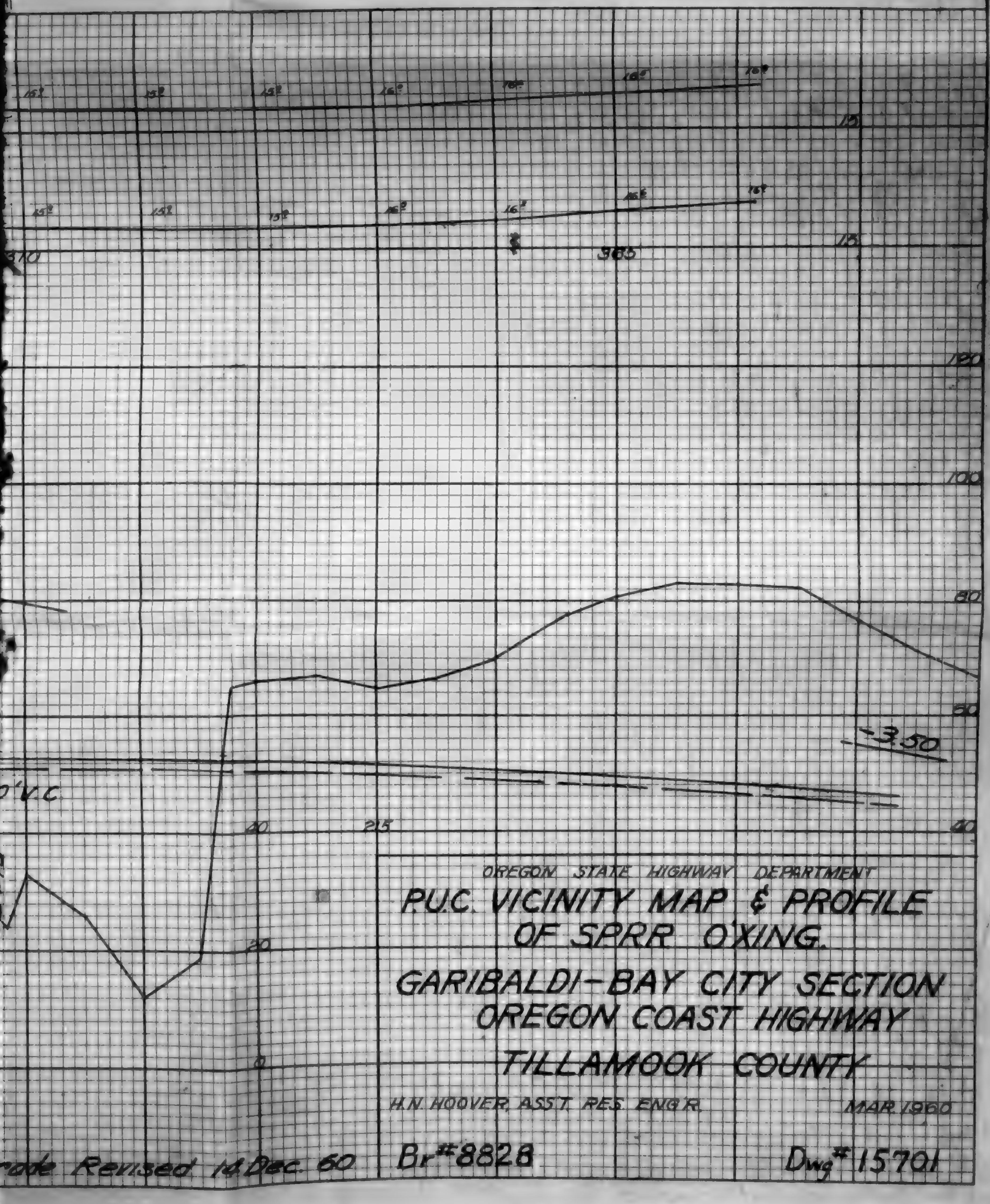
TILLAMOOK CO

H.N. HOOVER, ASST. RES. ENGR.

Br #8828

Grade Revised 14 Dec. 60

See also #15701A


15.2
15.2
15.2
16.0
16.0
16.0
16.0
15
15.2
15.2
15.2
16.0
16.0
16.0
16.0
15
310
385
120
100
80
60
-3.50
0'V.C.
40
215
40
20
0

OREGON STATE HIGHWAY DEPARTMENT

## P.U.C. VICINITY MAP & PROFILE OF S.P.R.R. O'XING.

## GARIBALDI-BAY CITY SECTION
## OREGON COAST HIGHWAY
## TILLAMOOK COUNTY

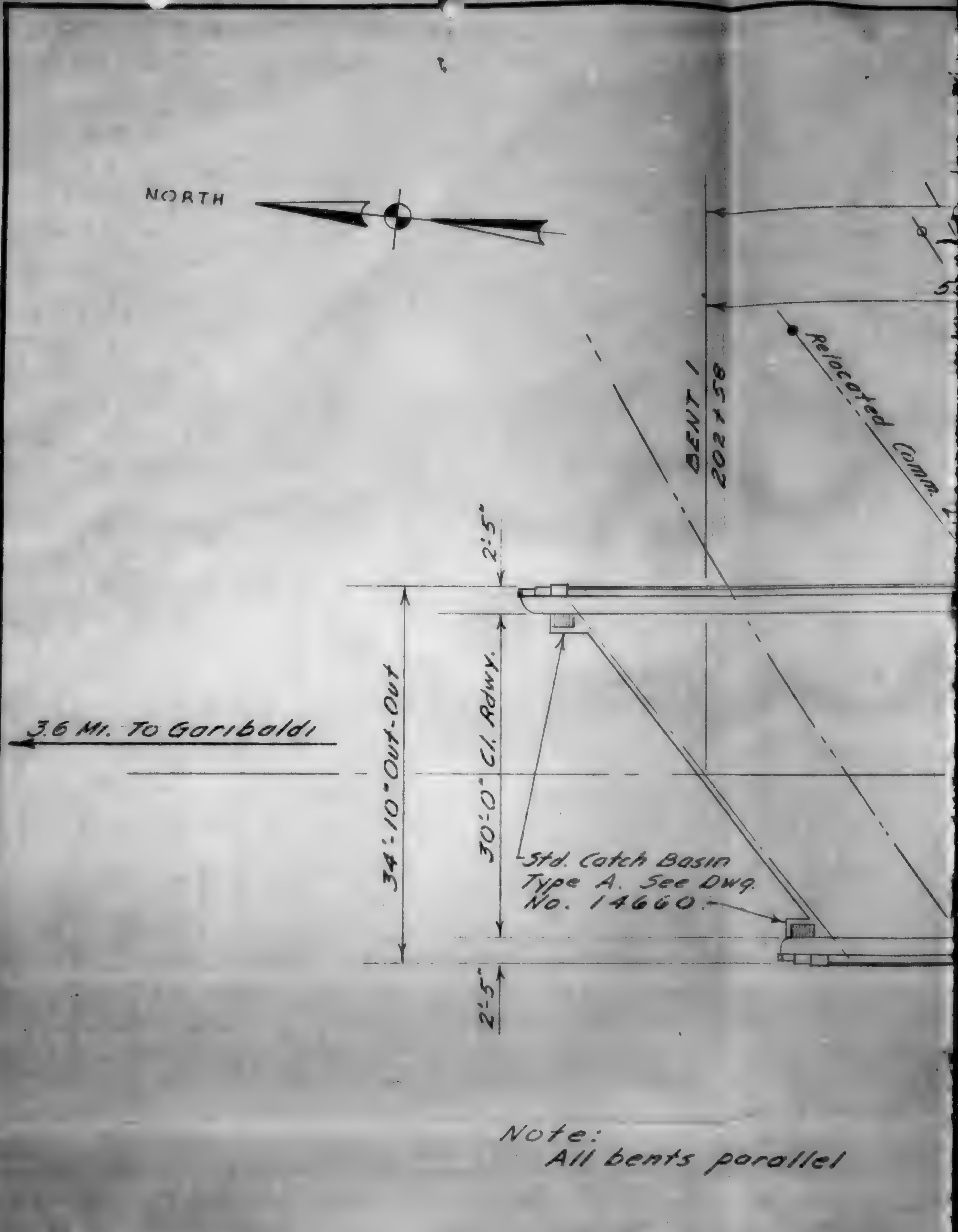
H.N. HOOVER, ASST. RES. ENG'R. MAR. 1960

rade Revised 14 Dec. 60

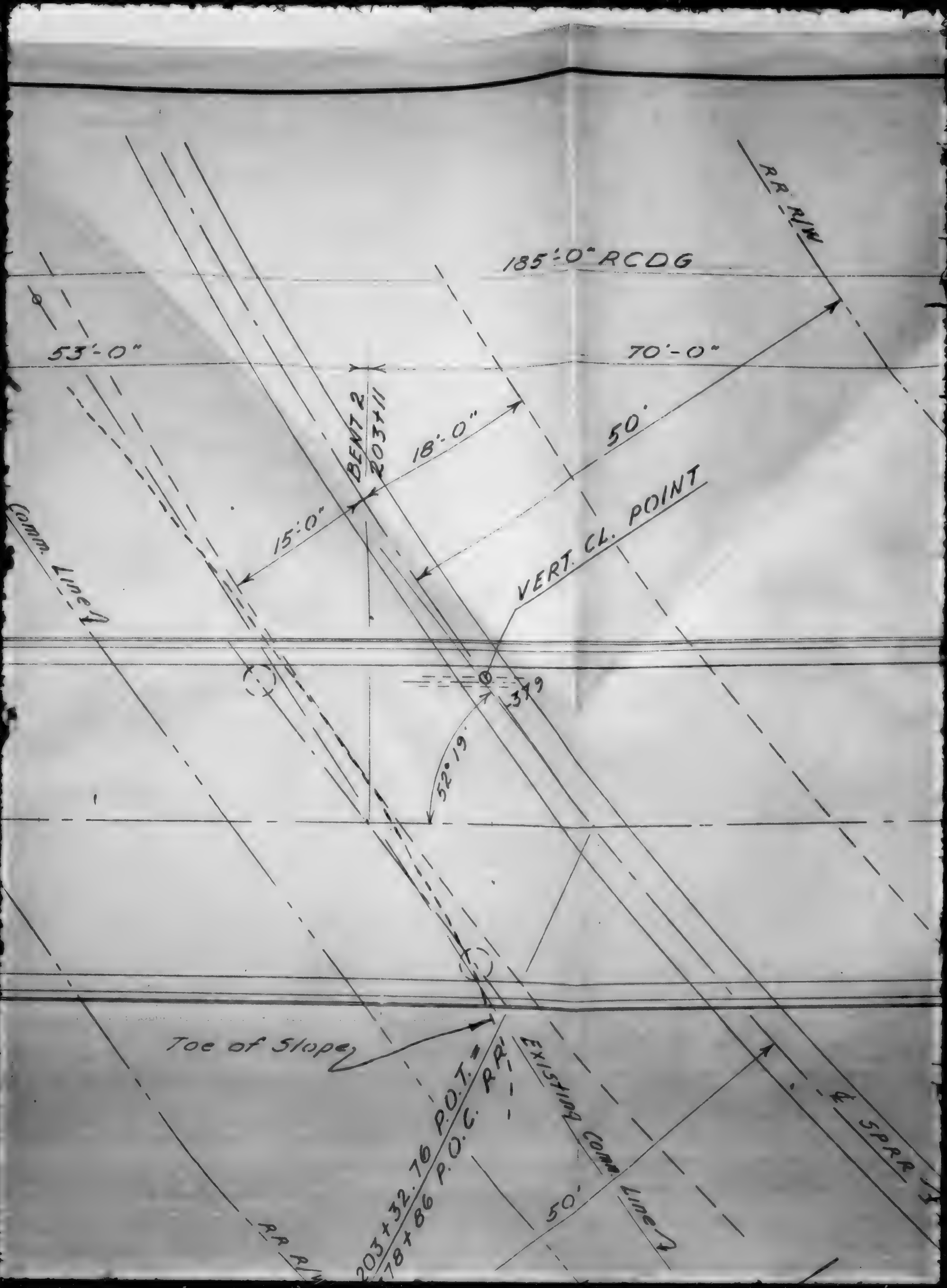
Br# 8828

Dwg# 15701

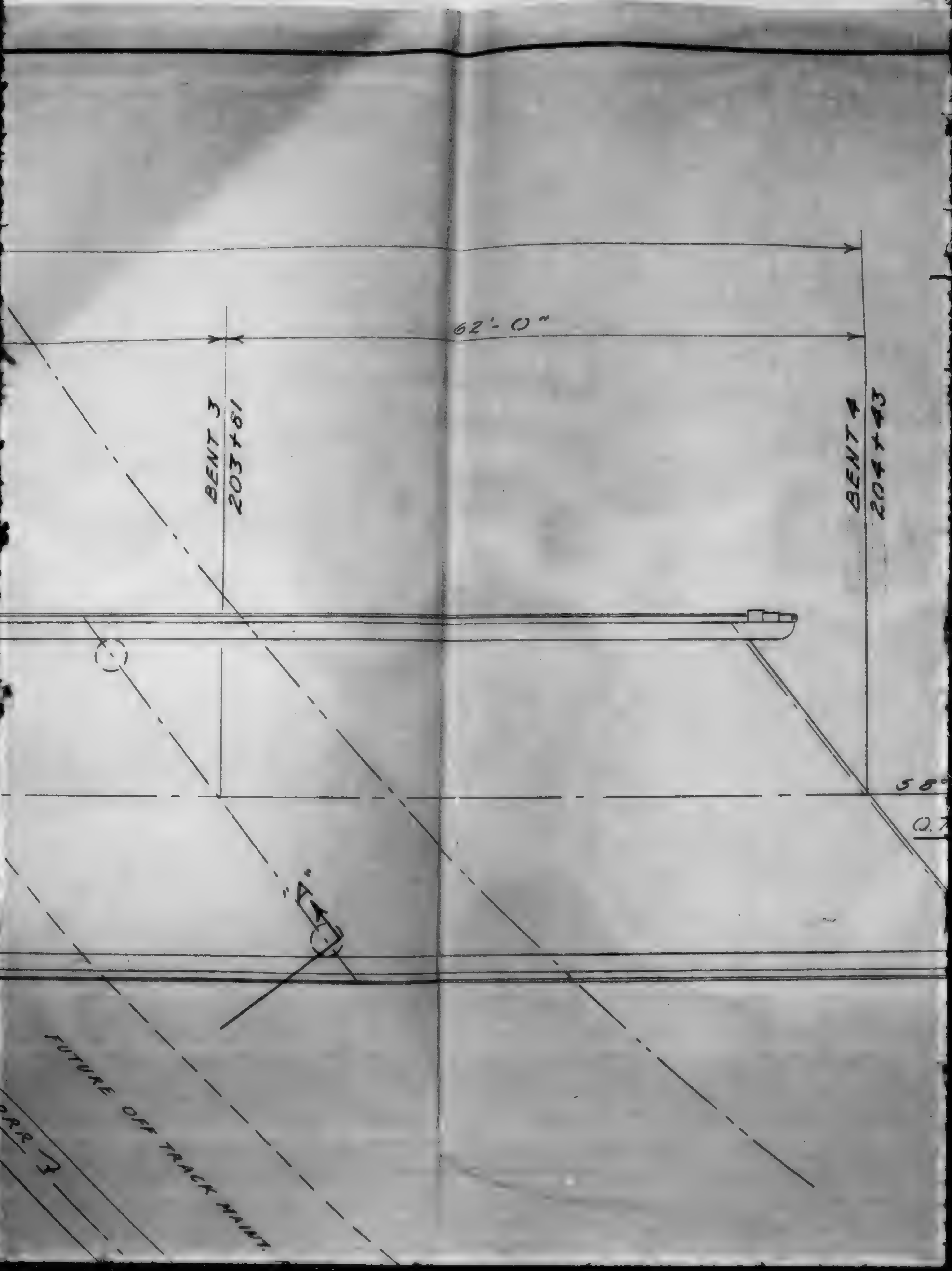
See also #15701A

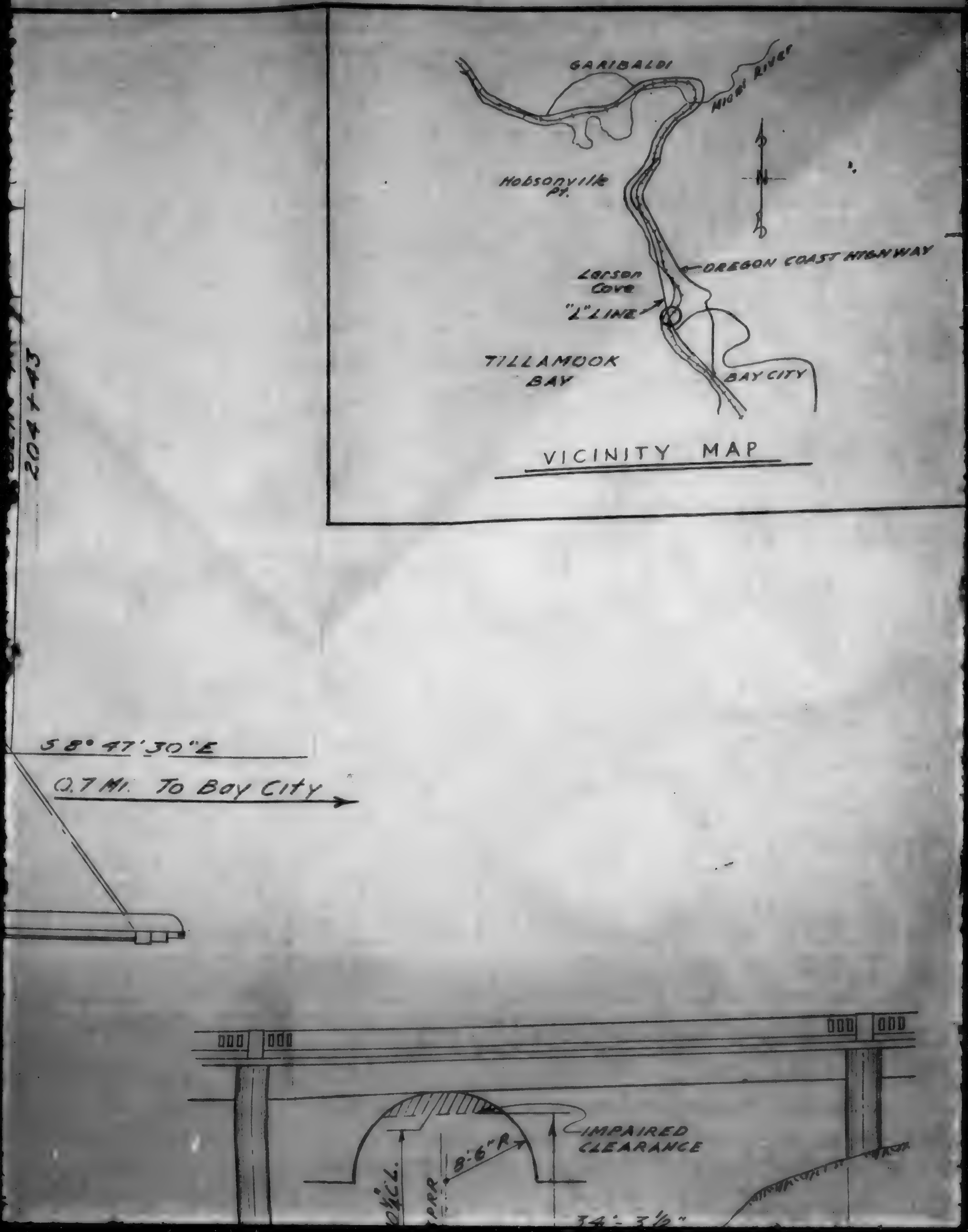

NORTH
BENT 1
202+58
Relocated Comm.
5
2'-5"
34'-10" Out-Out
30'-0" Cl. Rdwy.
3.6 Mi. To Garibaldi
Std. Catch Basin
Type A. See Dwg.
No. 14660.
2'-5"

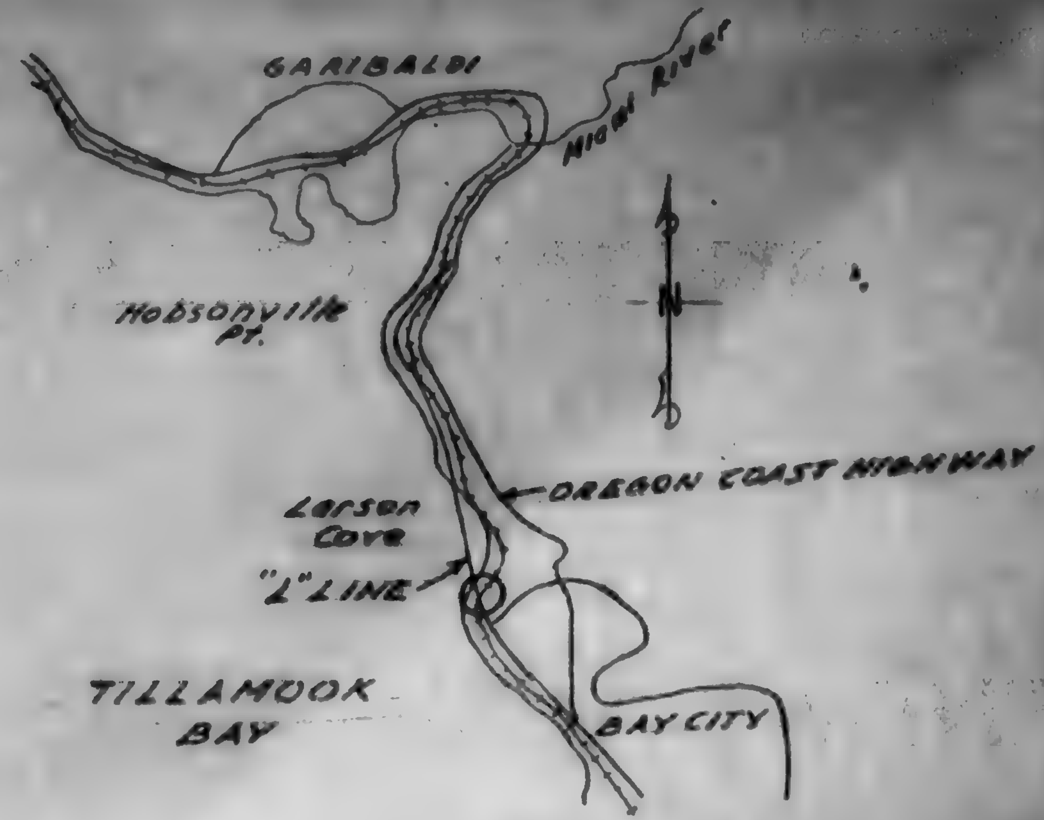
Note:
All bents parallel



RR R/W
185'-0" RCDG
53'-0"
70'-0"
BENT 2
203+11
18'-0"
50'
15'-0"
VERT. CL. POINT
Comm. Line ℄
379
52°19'
Toe of Slope
203+32.76 P.O.T.=
78+86 P.O.C. RR
EXISTING Comm. Line ℄
℄ SPRR
50'
RR R/W

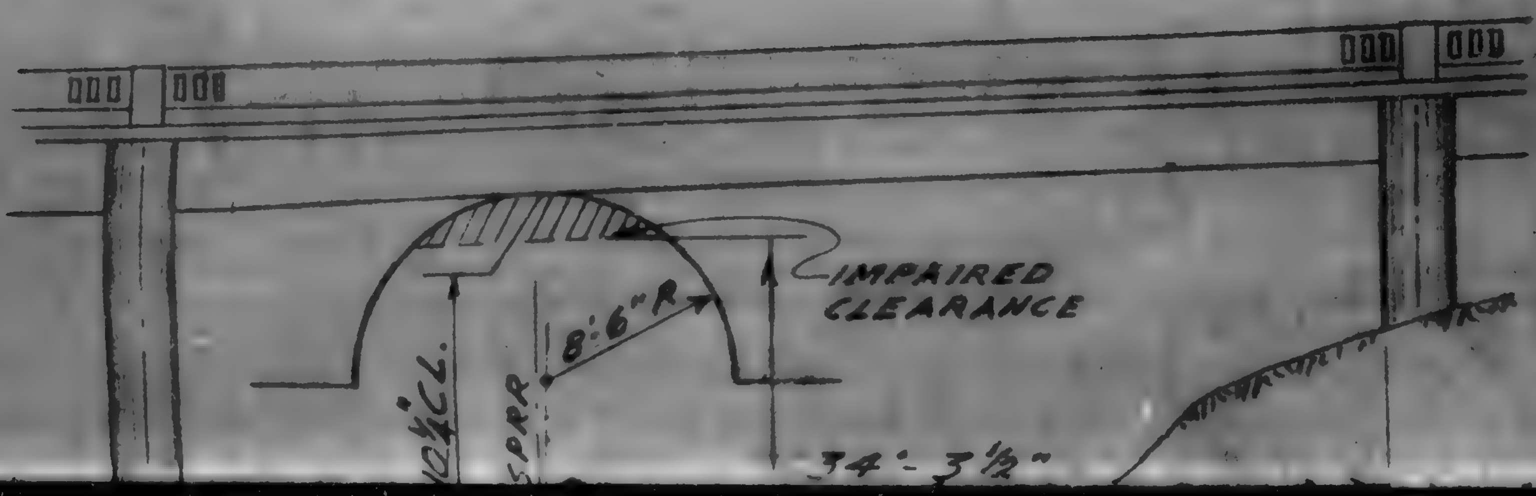

62'-0"
BENT 3
203+81
BENT 4
204+43
58°
0.7
"A"
FUTURE OFF TRACK MAINT.
PRR 3


GARIBALDI
Miami River
N
Hobsonville Pt.
OREGON COAST HIGHWAY
Larson Cove
"L" LINE
TILLAMOOK BAY
BAY CITY
VICINITY MAP
204+43
S 8° 47' 30" E
0.7 Mi. To Bay City
IMPAIRED CLEARANCE
8'-6" R
C.L.
P.R.R.
34'-3½"

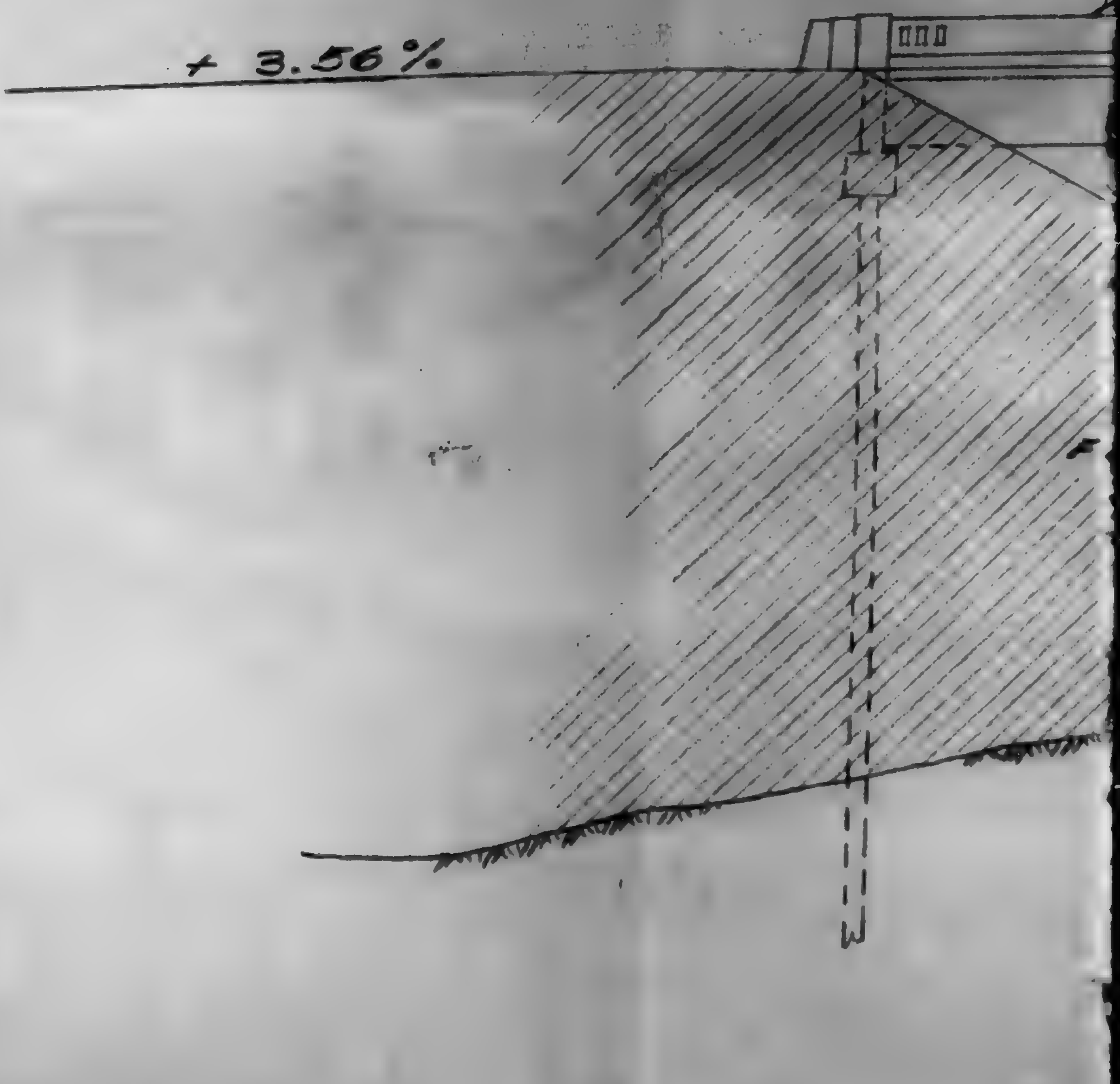

GARIBALDI
Miami River
Hobsonville Pt.
N
OREGON COAST HIGHWAY
Larson Cove
"L" LINE
TILLAMOOK BAY
BAY CITY

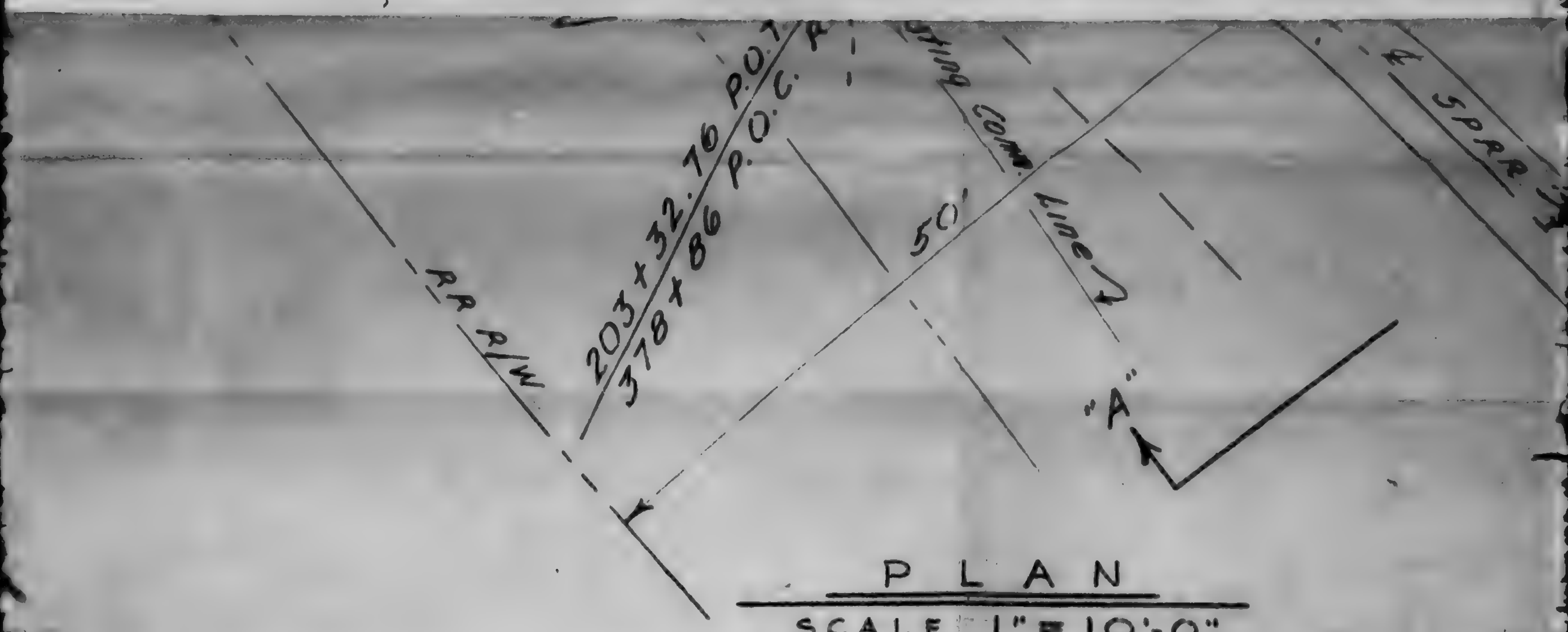
VICINITY MAP

S 8° 47' 30" E
0.7 Mi. To Bay City


IMPAIRED CLEARANCE
8'-6" R
10½' CL.
SPRR
34'-3½"

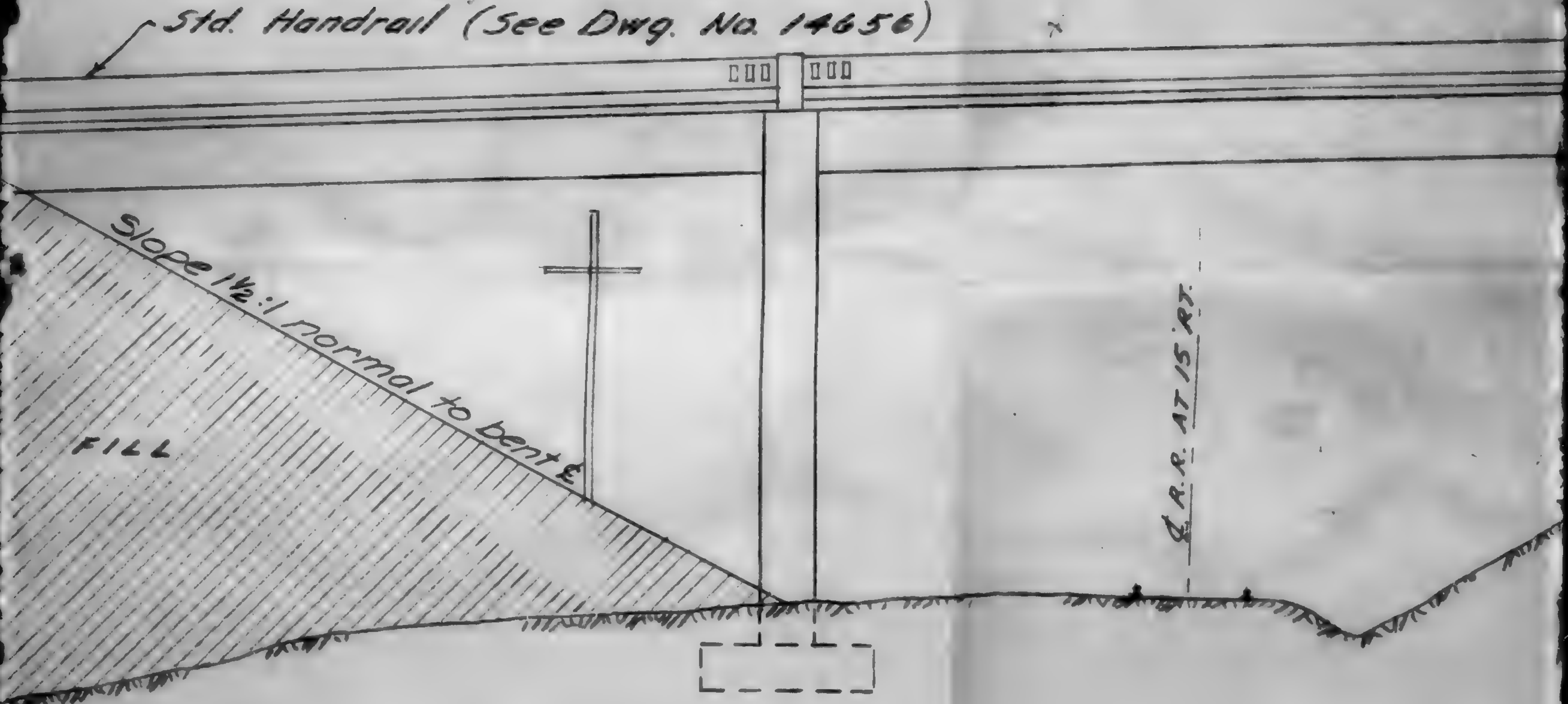
Note:
All bents parallel




203+32.76 P.O.T.
378+86 P.O.C.
R.R. R/W
50'
sting Conc. Line
℄ S.P.R.R.
"A"

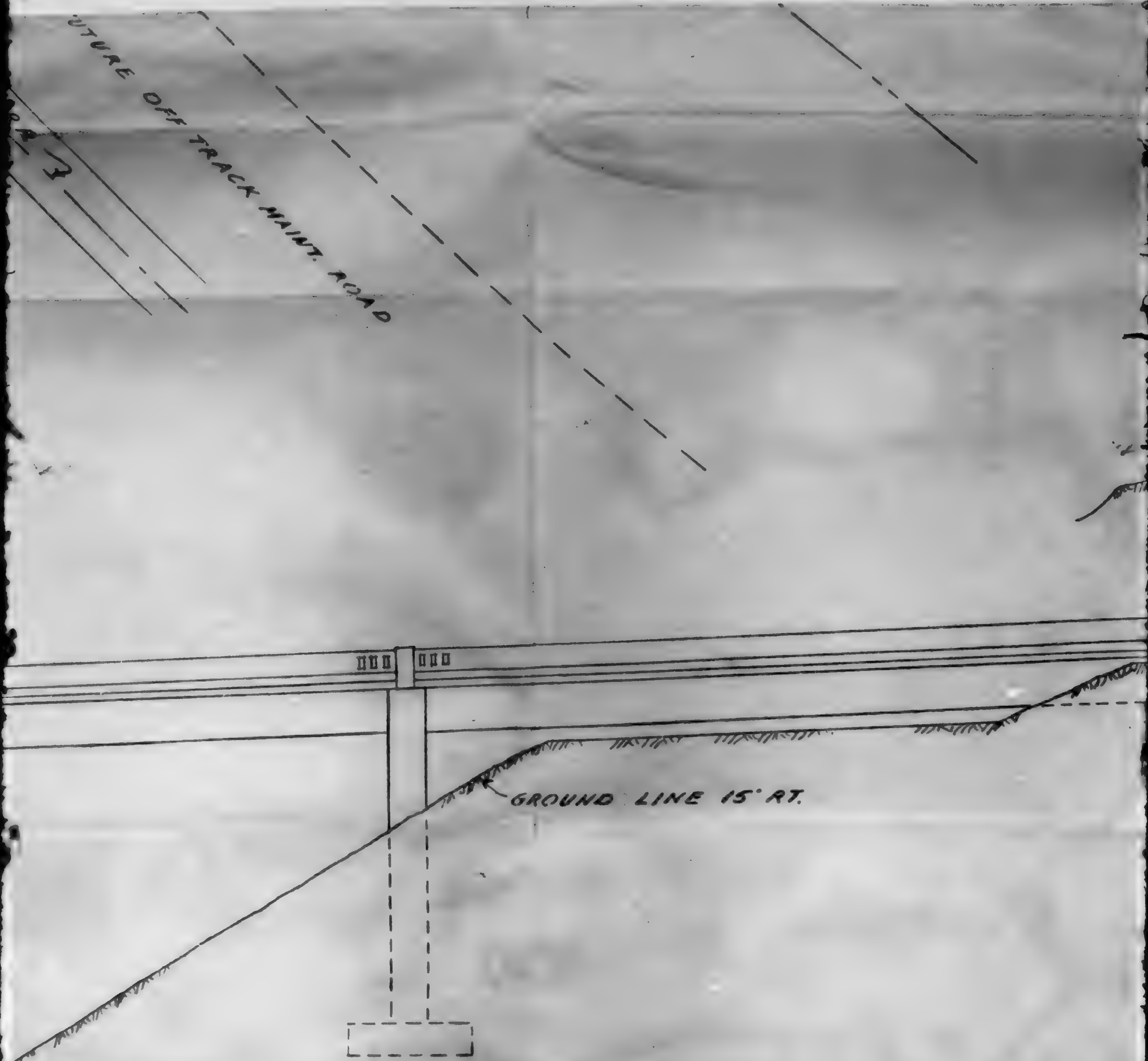
PLAN

SCALE 1" = 10'-0"


Std. Handrail (See Dwg. No. 14656)
Slope 1½:1 normal to bent ℄
FILL
℄ R.R. AT 15' RT.

ELEVATI

SCALE 1" = 10'-


UTURE OFF TRACK MAINT. ROAD
GROUND LINE 15' RT.

TION

" = 10'-0"

Revised 10-13-60 D.O.C.
~~Revised 12-5-60 D.O.C.~~

APP

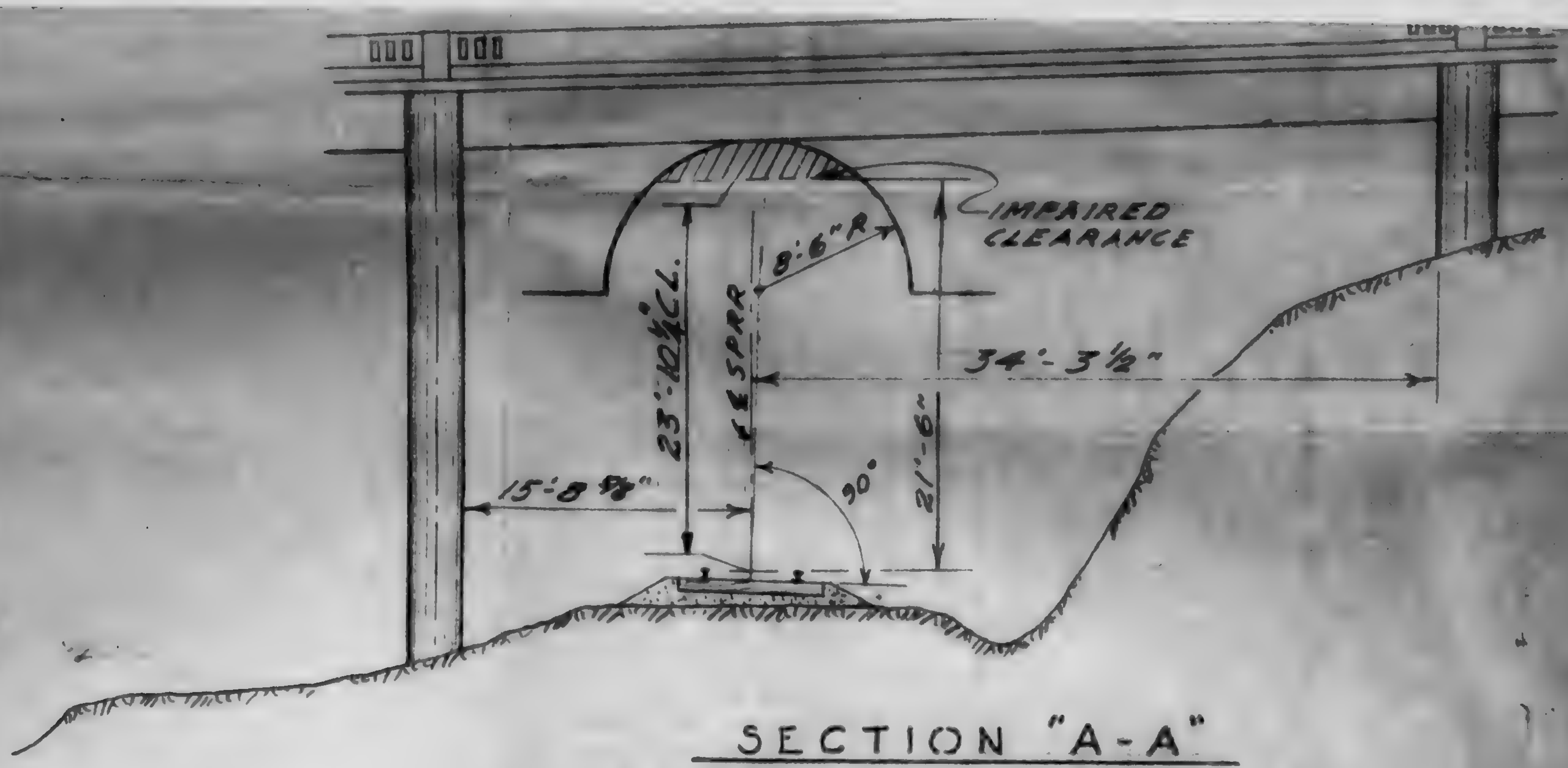
BRID

ASS

STAT

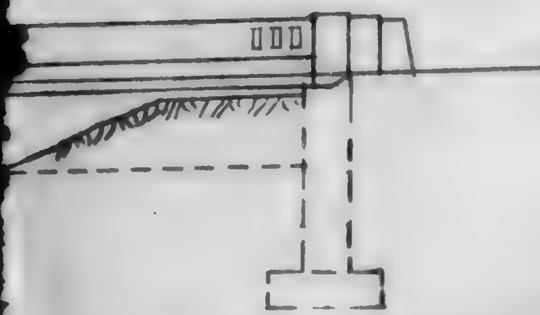
DES

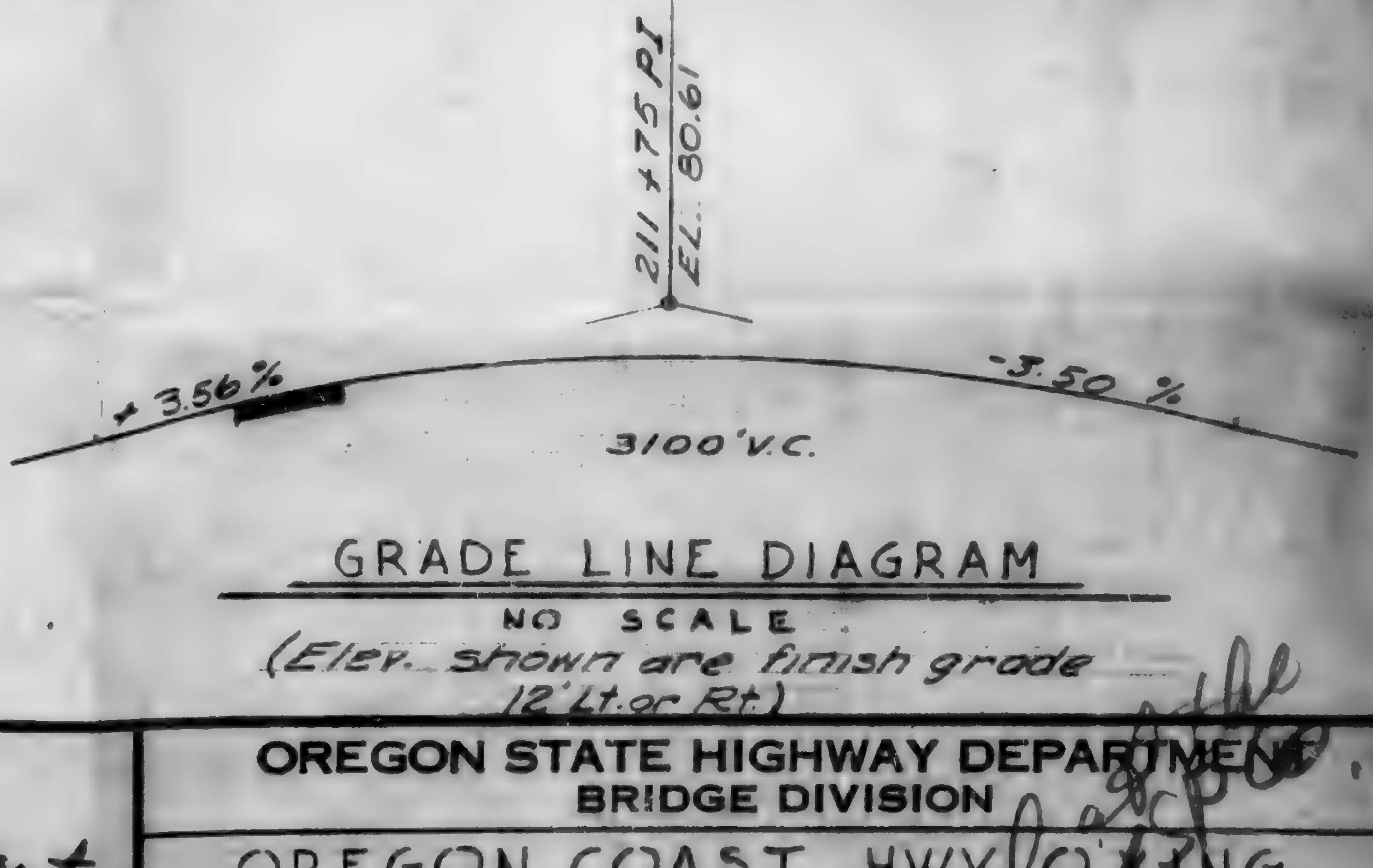
DRA


IMPAIRED CLEARANCE
8'-6" R
23'-10¼" CL.
℄ SPRR
34'-3½"
15'-8⅝"
90°
21'-6"

## SECTION "A-A"
## CLEARANCE DIAGRAM

NO SCALE




211+75 PI
EL. 80.61
+3.56%
-3.50%
3100' V.C.

## GRADE LINE DIAGRAM

NO SCALE
(Elev. shown are finish grade
12' Lt. or Rt.)

APPROVED:
Ivan D. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED
CHECKED
DRAWN DOZ - HLS
CALC. BOOK

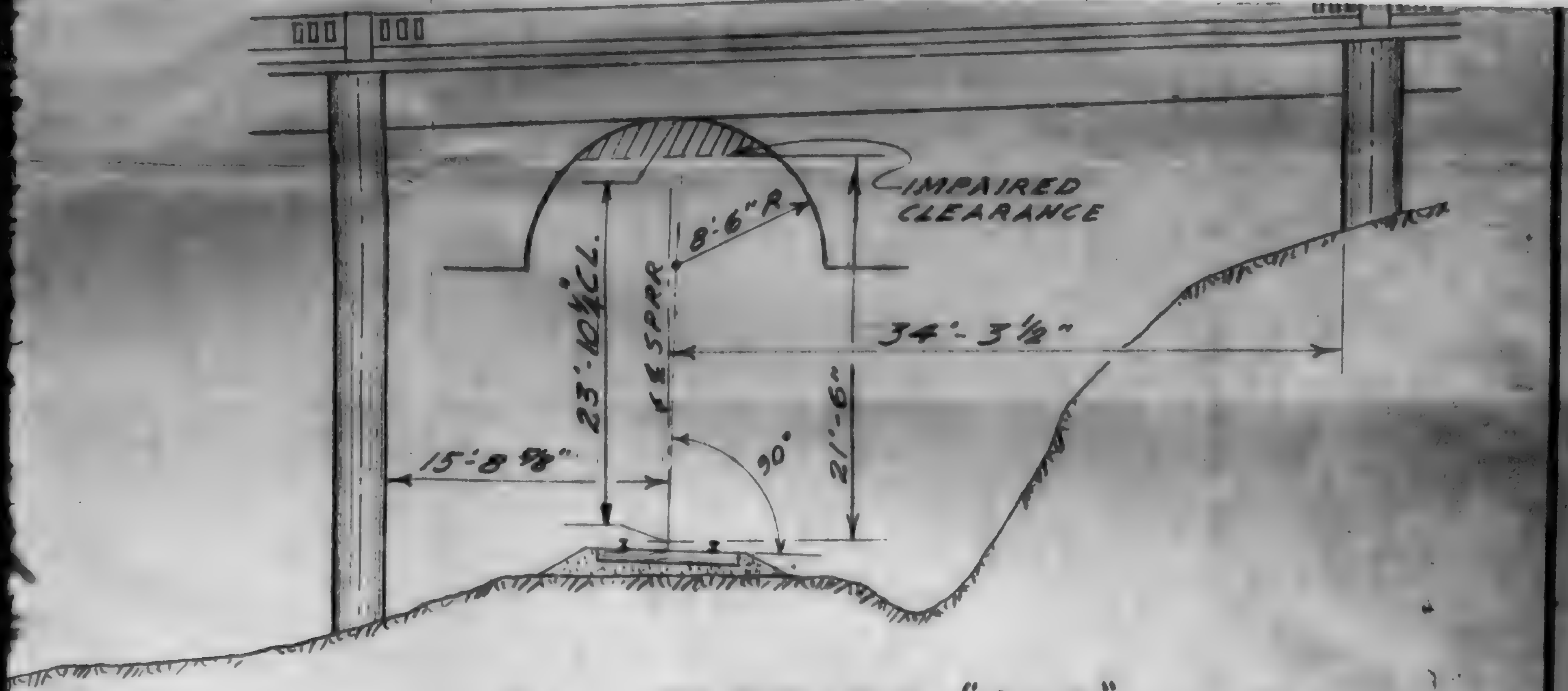
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

OREGON COAST HWY OXING
SPRR NEAR BAY CITY
GARIBALDI - BAY CITY SECT.
OREGON COAST HIGHWAY - TILLAMOOK CO.

PLAN & ELEVATION

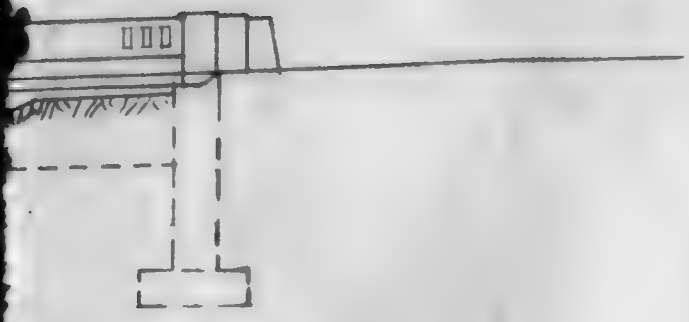
DATE 7-26-60 BRIDGE NO. 8828
ACCOMPANIED BY DWGS.
SHEET OF
DRAWING NO. 8828-A

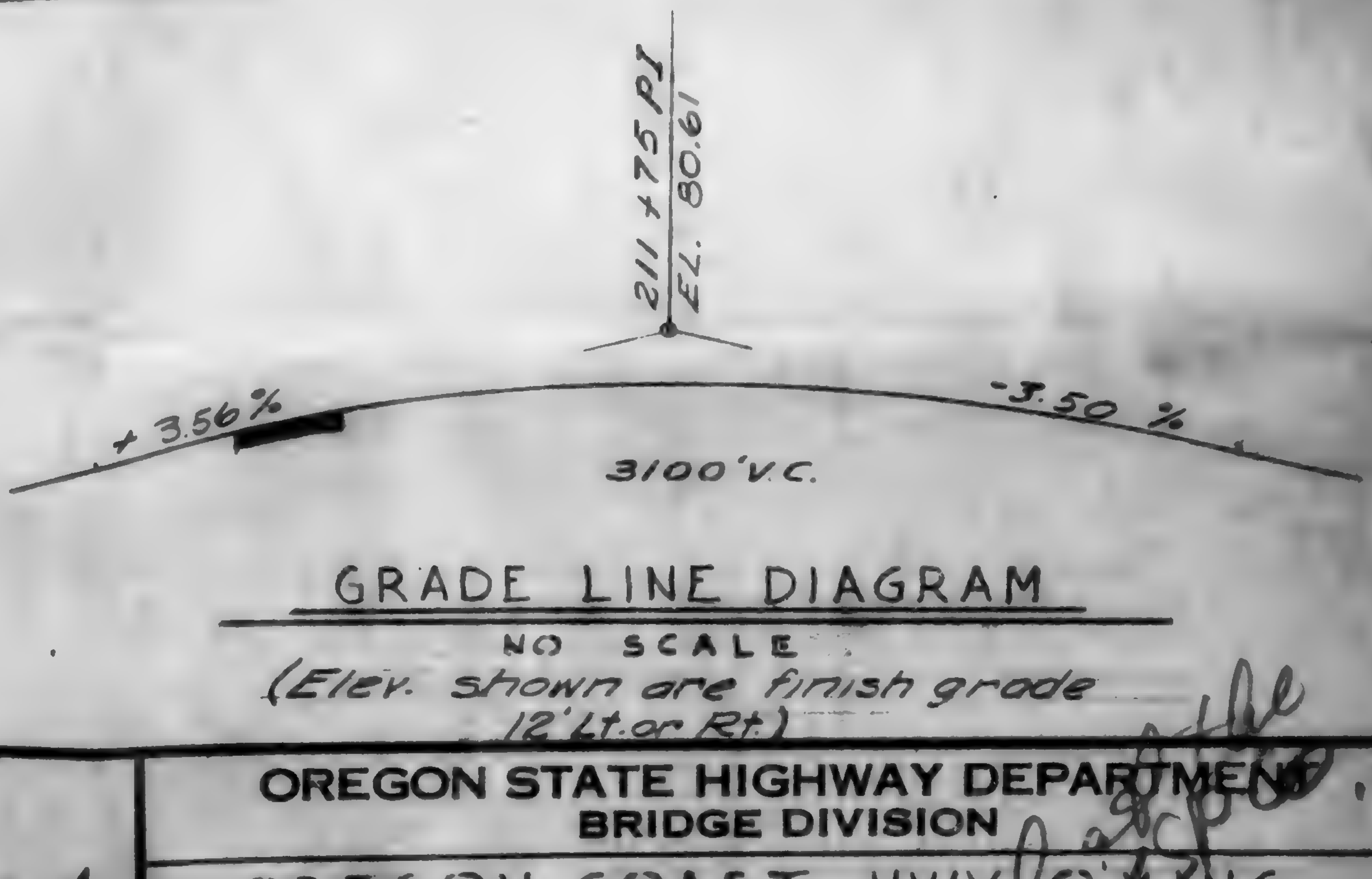
[illegible] Void


IMPAIRED CLEARANCE
8'-6" R
23'-10¼" CL.
℄ SPRR
34'-3½"
15'-8⅝"
90°
21'-6"

## SECTION "A-A"
## CLEARANCE DIAGRAM

NO SCALE




211+75 P.I.
EL. 80.61
+3.56%
-3.50%
3100' V.C.

## GRADE LINE DIAGRAM

NO SCALE
(Elev. shown are finish grade
12' Lt. or Rt.)

PPROVED:
Ivan D. Merchant
RIDGE ENGINEER

SST. STATE HIGHWAY ENGINEER

TATE HIGHWAY ENGINEER

ESIGNED
RAWN DOC - HLS
CHECKED
CALC. BOOK

**OREGON STATE HIGHWAY DEPARTMENT**
**BRIDGE DIVISION**

OREGON COAST HWY. O'XING
SPRR NEAR BAY CITY
GARIBALDI - BAY CITY SECT.
OREGON COAST HIGHWAY - TILLAMOOK CO.

PLAN & ELEVATION

DATE 7-26-60 BRIDGE NO. 8828
ACCOMPANIED BY DWGS.
SHEET OF
DRAWING NO. 8828-A

[illegible]
Void

9

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5976

December 16, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

The State proposes to relocate a section of the Oregon Coast Highway (US101) between Bay City and a point just south of Garibaldi. The reconstruction will involve the placing of embankment along the edge of Tillamook Bay and lying outside of the railroad.

I am enclosing herewith four sheets of transparencies and three prints therefrom showing the location and details of the proposed embankment.

It is requested that you give consideration to this application and if consistent with your policy, grant us a permit for the placing of this embankment.

Very truly yours,

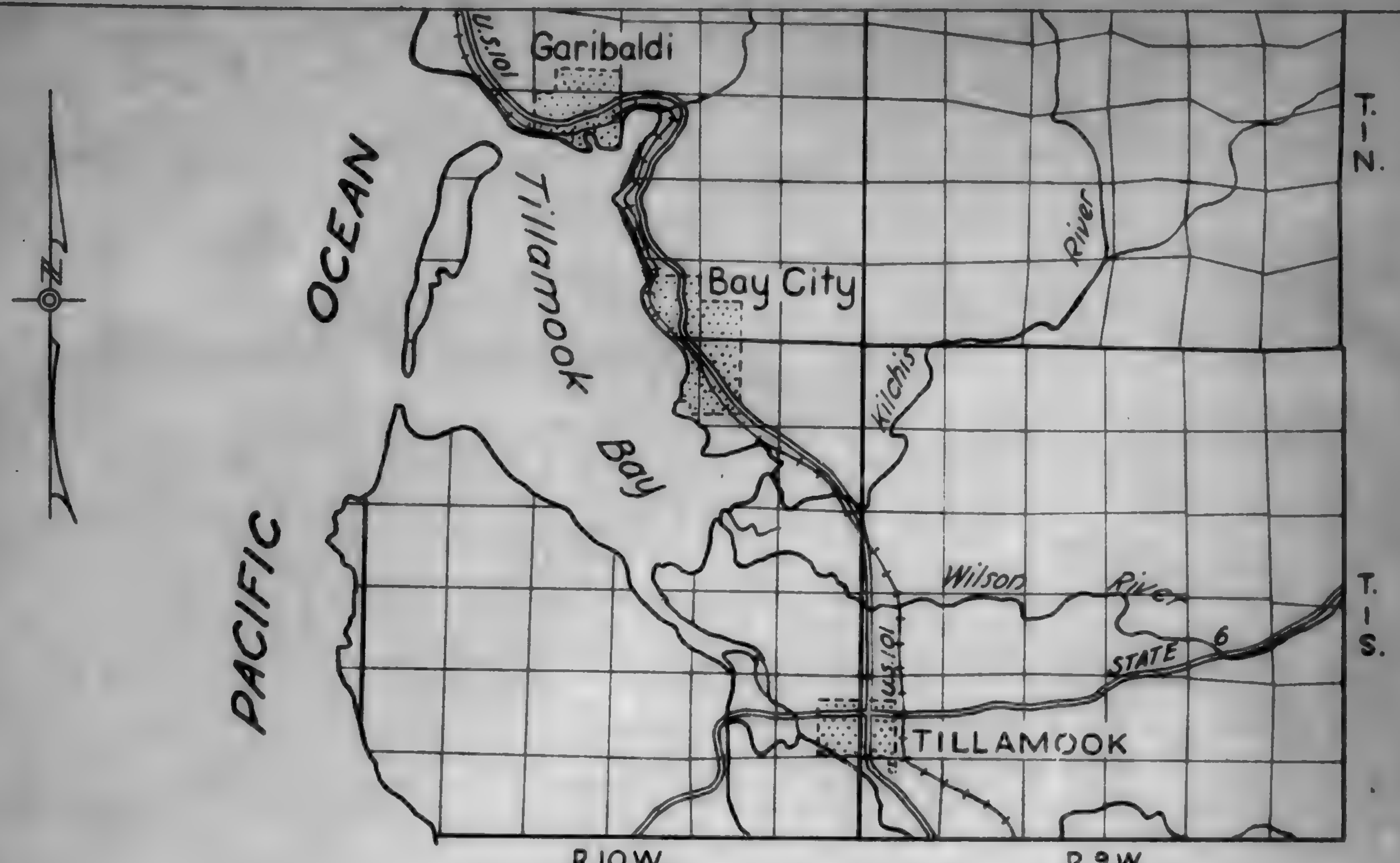
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

enc.

cc: W. C. Williams
Tom Edwards
Doug Walker
GSP:ms


Garibaldi
U.S.101
OCEAN
PACIFIC
Tillamook
Bay
Bay City
Kilchis
River
Wilson
River
STATE 6
U.S.101
TILLAMOOK
T.1N.
T.1S.
R.10W.
R.9W.
N

Location Map
Scale: 1/2" = 1 mile

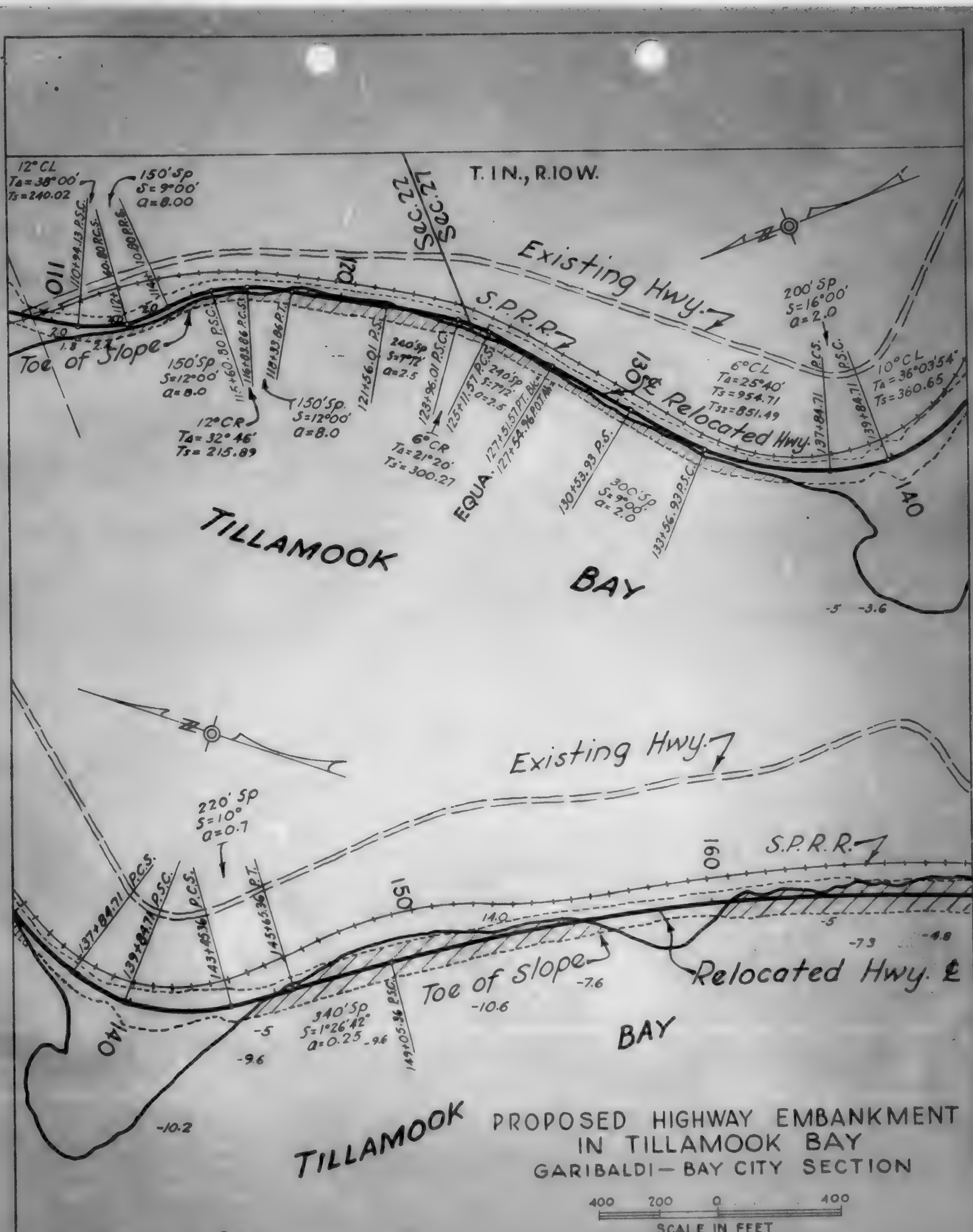
OREGON STATE HIGHWAY DEPARTMENT

# PROPOSED EMBANKMENT IN TILLAMOOK BAY

## GARIBALDI - BAY CITY SECTION

OREGON COAST HIGHWAY
TILLAMOOK COUNTY
OREGON
DEC. 1960

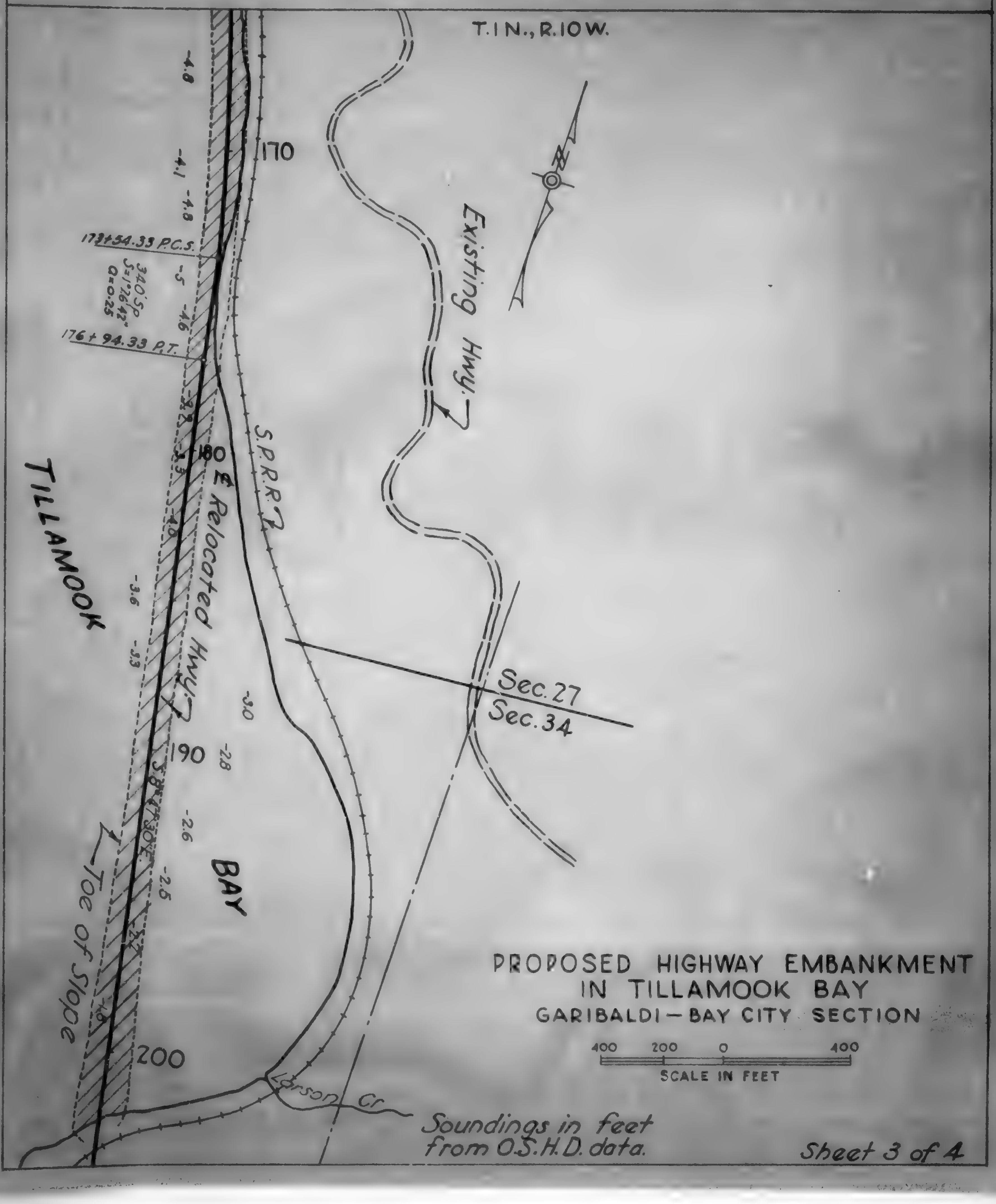
*Sheet 1 of 4*


T. I N., R. I0 W.
Sec. 22
Sec. 27
12° CL
Ta = 38° 00'
Ts = 240.02
150' Sp
S = 9° 00'
a = 8.00
110
110+94.13 P.S.C.
Existing Hwy. 7
S.P.R.R.
Relocated Hwy.
Toe of Slope
150' Sp
S = 12° 00'
a = 8.0
115+60.80 P.C.S.
116+83.06 P.S.I.
118+33.06 P.T.
12° CR
Ta = 32° 46'
Ts = 215.89
150' Sp.
S = 12° 00'
a = 8.0
120
121+56.01 P.C.S.
240' Sp
a = 2.5
123+96.01 P.S.C.
125+11.57 P.C.S.
6° CR
Ta = 21° 20'
Ts = 300.27
EQUA.
127+51.57 PT. BK.
127+54.96 P.O.T. AH.
130
130+53.93 P.S.
300' Sp
S = 9° 00'
a = 2.0
133+56.93 P.S.C.
6° CL
Ta = 25° 40'
Ts = 954.71
Ts₂ = 851.49
200' Sp
S = 16° 00'
a = 2.0
137+84.71 P.C.S.
139+84.71 P.S.C.
10° CL
Ta = 36° 03' 54"
Ts = 360.65
140
TILLAMOOK
BAY
-5
-3.6
Existing Hwy. 7
220' Sp
S = 10°
a = 0.7
137+84.71 P.C.S.
139+84.71 P.S.C.
143+15.36 P.C.S.
145+65.36 P.T.
150
160
S.P.R.R.
14.0
-5
-7.3
-4.8
Toe of Slope
-7.6
-10.6
Relocated Hwy. ℄
340' Sp
S = 1° 26' 42"
a = 0.25
149+05.36 P.S.C.
-9.6
-5
-9.6
140
BAY
-10.2
TILLAMOOK
400 200 0 400
SCALE IN FEET

PROPOSED HIGHWAY EMBANKMENT
IN TILLAMOOK BAY
GARIBALDI — BAY CITY SECTION

Soundings in feet
from O.S.H.D. data.

Sheet 2 of 4

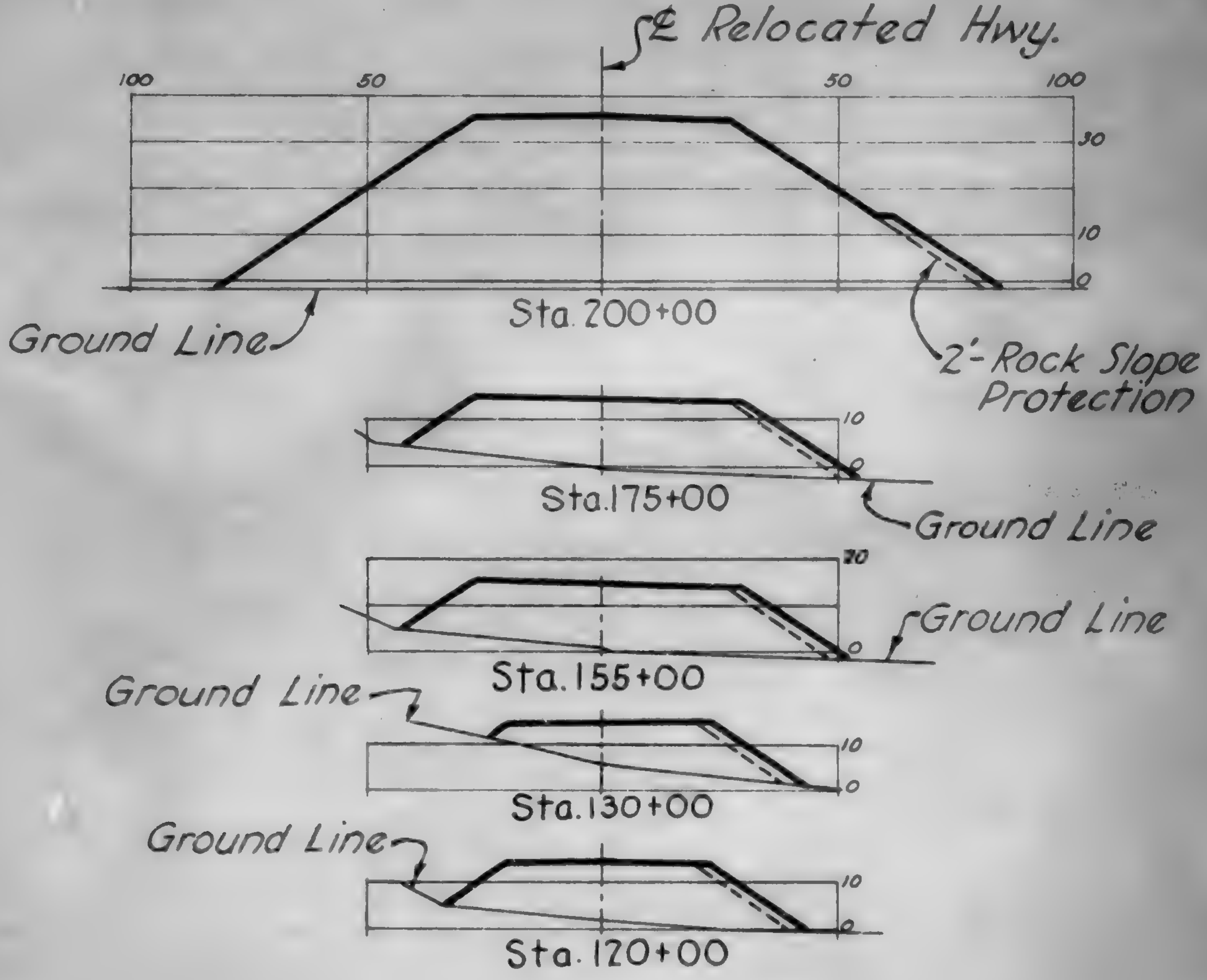

T.1N., R.10W.
170
173+54.33 P.C.S.
340'Sp
S=1°26'42"
Q=0.25
176+94.33 P.T.
180
℄ Relocated Hwy.
S.P.R.R.
Existing Hwy.
TILLAMOOK
BAY
Sec. 27
Sec. 34
190
S.8°47'30"E.
Toe of Slope
200
Larson Cr.
-4.8
-4.1
-4.8
-5
-4.6
-2.9
-3.3
-4.0
-3.6
-3.3
-3.0
-2.8
-2.6
-2.5
400 200 0 400
SCALE IN FEET

# PROPOSED HIGHWAY EMBANKMENT IN TILLAMOOK BAY

## GARIBALDI — BAY CITY SECTION

Soundings in feet
from O.S.H.D. data.

Sheet 3 of 4


℄ Relocated Hwy.
100
50
50
100
30
10
0
Ground Line
Sta. 200+00
2'-Rock Slope Protection
10
0
Sta. 175+00
Ground Line
20
0
Ground Line
Sta. 155+00
Ground Line
10
0
Sta. 130+00
Ground Line
10
0
Sta. 120+00

TYPICAL SECTIONS
GARIBALDI – BAY CITY SECTION

Sheet 4 of 4

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[illegible]

9.

agenda item
4g-3

August 25, 1960

Tillamook County Court
Courthouse
Tillamook, Oregon

Gentlemen:

The State Highway Commission at its meeting on August 18, 1960 adopted a survey concerning improvement of the Hobsonville-Bay City Section of the Oregon Coast Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 221)

You will recall that a public hearing on this project was held in Bay City on April 28, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
rj

cc: Mayor of Bay City
Mayor of Garibaldi

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Coast
R/W
101-Tillamook

August 17, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Hobsonville-Bay City section of the Oregon Coast Highway along with a temporary connection between the new location and the existing highway. A public hearing was held on this route at the City Hall in Bay City on April 25. The officials of both Bay City and Garibaldi spoke in favor of the route. You have approved $650,000 in Program 6 for this work.

I am attaching a map for your information. The length of this section is 3.03 miles and I request your approval of this survey and authorization to purchase the necessary rights of way.

This will be on the agenda for your consideration on August 18-19.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. W. T. Wright
DJB:jk ms

FORM E-30 50M 2-60 26119

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1960

SUBJECT: Survey Approval Map
Hobsonville-Bay City Section
Oregon Coast Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached are 13 prints of the above named survey approval map and a suggested letter to the Commission for their action.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

Edw
Take the bugs
out of this.
where has it
been since
last April

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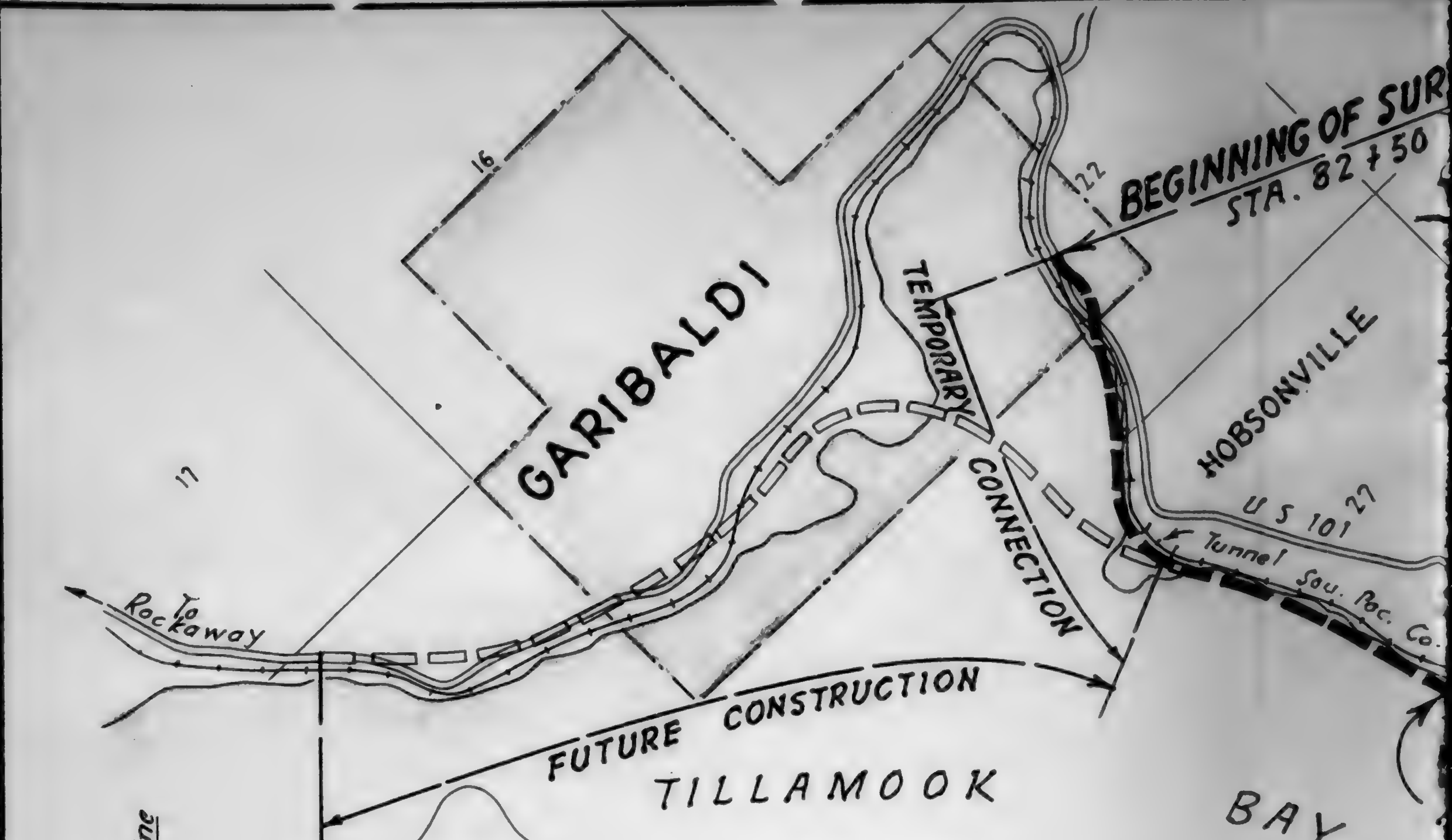
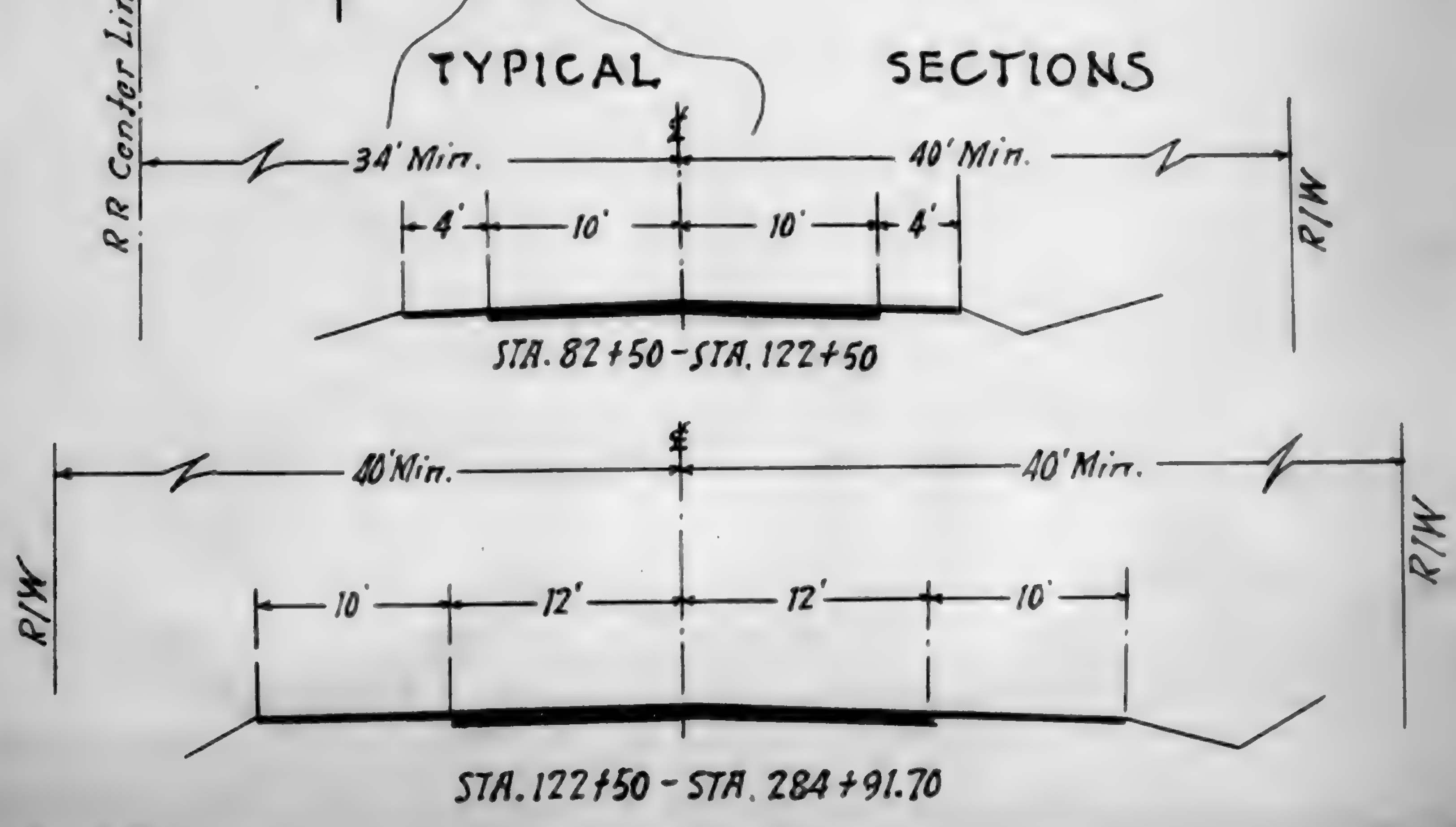
AUG 1 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Letter to Commission
rewritten. B.


BEGINNING OF SUR
STA. 82+50
16
22
17
27
GARIBALDI
TEMPORARY
CONNECTION
HOBSONVILLE
US 101
Tunnel
Sou. Pac. Co.
To Rockaway
FUTURE CONSTRUCTION
TILLAMOOK
BAY

## TYPICAL SECTIONS


RR Center Line
34' Min.
40' Min.
R/W
4'
10'
10'
4'
STA. 82+50 - STA. 122+50
40' Min.
40' Min.
R/W
R/W
10'
12'
12'
10'
STA. 122+50 - STA. 284+91.70

AP

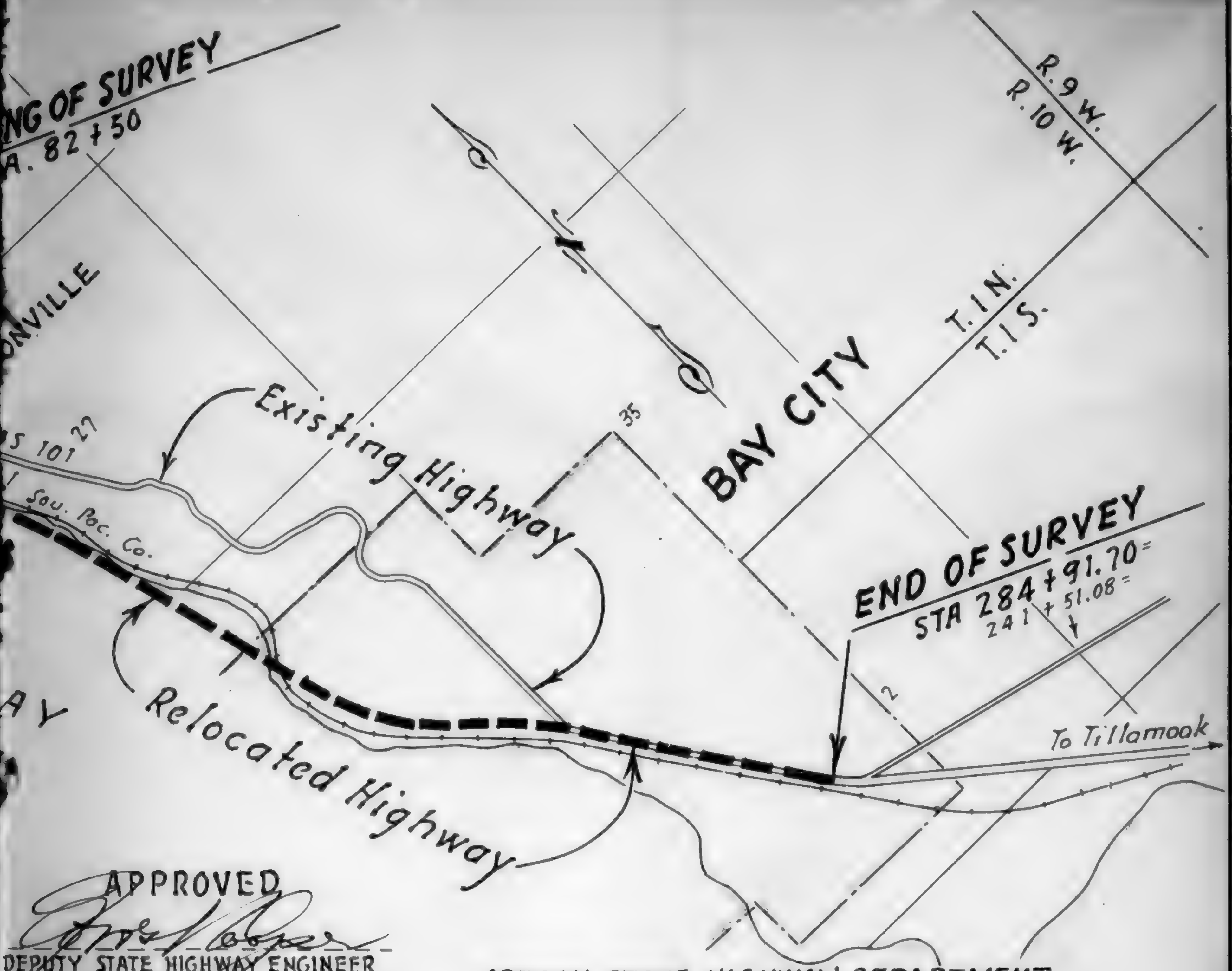
DEPUTY STATE

augu

DRG

For details

3.83 Mi.


NG OF SURVEY
A. 82+50
NVILLE
R. 9 W.
R. 10 W.
T. 1 N.
T. 1 S.
BAY CITY
35
S 101
27
Sou. Pac. Co.
Existing Highway
Relocated Highway
AY
END OF SURVEY
STA 284+91.70=
241+51.08=
2
To Tillamook

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

August 16, 1960

DATE

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

# HOBSONVILLE-BAY CITY SECTION

## OREGON COAST HIGHWAY

TILLAMOOK COUNTY

DRG. NO. 1R-3-1275

Scale: 1" 2000'

Aug., 1960

For details see Drg. No.

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Rw
101 - Tillamook

FORM E-30 50M 2-60 26118

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1960

To:

MEMO TO THE FILES

SUBJECT: Hobsonville-Bay City Section
Oregon Coast Highway
Prefix 29-1407

On July 6, 1960, Mr. Kendrew of the Southern Pacific Railroad Company was in the office, where a discussion was held regarding the proposed relocation of the Hobsonville-Bay City Section of the Oregon Coast Highway. Mr. Kendrew indicated that having only a general knowledge of the project and having seen no plans prior to this meeting, he preferred to wait until he had a chance to study the plans and make a field investigation before committing himself on the various phases of the project.

The location and various phases of the work of interest to the railroad company were explained to him. Particular emphasis was placed upon the areas of encroachment, the two railroad crossings, the open cutting of the railroad tunnel at Hobsonville, and the interference with the railroad spur in Bay City.

Mr. Kendrew was given a print of the detail map, profile, encroachment map and encroachment cross-sections. He said he would familiarize himself with the project so that when the data and request were formally presented to the railroad company he could intelligently discuss the various facets with the Highway Department.

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. L. H. Young

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1960
OFFICE OF
STATE HIGHWAY ENGINEER

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1960

SUBJECT: Hobsonville-Bay City Section
Oregon Coast Highway
Prefix 29-1407

To:

Mr. Tom Edwards
Construction Engineer
Department

We herewith submit the following data on the subject section:

1 Map, 1" = 100', tracing cloth, showing necessary encroachments on the railroad property

1 Roll Platted Cross-sections showing relation of railroad to relocated highway at critical areas

2 Prints of Railroad Map showing railroad alignment through this area

The vicinity maps for the P.U.C. hearings at the railroad crossings have previously been submitted.

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Parson

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## STATE HIGHWAY COMMISSION MEETING

**Delegation** Judge O. E. Effenberger, Tillamook County, re improvement of Garibaldi-Bay City Section of Ore. Coast Hwy.

**Date** Jan. 29, 1960

**Time** 10:~~30~~ 25 a.m.

| Name | City or Town | Capacity |
|---|---|---|
| Judge O. E. Effenberger | Tillamook | Co. Judge |
| Andrew J. Naterlin | Newport | State Senator |
| Verne Ayers | " | Mgr. Ore. Coast Assn. |
| T. H. Bailey | Tillamook | C of C , Chrmn Hwy. Committee |
| Burford Wilkerson | " | C of C Mgr. |
| Clay Myers | " | Co. Comm. |
| Howard Tilden | " | " " |
| Fred Guyton | " | C of C. |

## STATE HIGHWAY COMMISSION MEETING

Page 2

Delegation Judge Effenberger delegation

Date 10:30 a.m.

Time Jan. 29, 1960

| Name | City or Town | Capacity |
|---|---|---|
| Hans Paulsen | Tillamook | City Mgr. |
| Richard Akers | " | Secy., Co. Coast Assn. |
| Stan Livingston | " | Pres. , C of C |
| EarlSweet | " | Mgr., Auto Trade Assn. |
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|---|
| Const |
| R/W |
| 101-Tillamook |

AGENDA
JAN 29 1960
10:30 DEL.

January 5, 1960

Hon. O. E. Effenberger, County Judge
Tillamook County Courthouse
Tillamook, Oregon

Dear Sir:

This is to confirm your telephone conversation with Mr. W. C. Williams of this afternoon concerning an appointment to appear before the Highway Commission at its next meeting regarding improvement of the Garibaldi-Bay City section of the Oregon Coast Highway.

Fifteen minutes of time has been reserved for your group beginning at 10:30 a. m. on Friday, January 29th, in Room 418 of the State Highway Building in Salem.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:rj

cc: Commission
W. C. Williams

10:30
D

10:30

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5976

FORREST COOPER

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1960

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Judge Effenberger is appearing before the Commission at 10:30 a.m. on Friday re improvement of the Garibaldi-Bay City section of the Oregon Coast Highway.

It is possible that he will at that time bring up the matter of extending the secondary highway southerly from the Cape Lookout area to somewhere in the vicinity of Sand Lake. We find the 1936 location made between the above mentioned termini by C. C. Gall; approximately two miles of this location has been built, leaving 6.7 miles of virgin construction to the Tierra Del Mar Loop Road. The survey was expanded to present day costs. We find the improvement will cost $1,500,000. It is based on a 6 per cent grade and 18 degree alignment. A reconnaissance was made of an alternate line using a different route, 10 per cent grade and 10 degree alignment. The total cost of the improvement was $1,000,000.

We attach the report hereto.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jw

Attach.

Wolf

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JAN 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 5OM 7-59 22124

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1960

SUBJECT: Netarts Bay-Sand Lake
Proposed County Road (FAS 617)
Tillamook County

To:
Mr. Tom Edwards
Construction Engineer
Office

In accordance with verbal instructions, a reconnaissance investigation has been made for a possible connecting route from the Netarts Bay area southerly to the Sand Lake area. A 1:62500 U.S.C.G.S. quadrangle map enlarged to 1"=1000' was used for the investigation and earthwork roughly determined from tables. A cursory field examination was also made. The northerly terminus is near the Whiskey Creek Crossing on the Cape Lookout Park Road; the southerly terminus is a point one mile north of Sand Lake on the Tierra Del Mar Loop Road.

In 1936, a field location between the above-mentioned termini had been made by C. C. Gall and A. G. Johnson apparently with the idea of a possible U.S. 101 route through this area. The field investigation revealed that approximately two miles of this location from Whiskey Creek south had been built as a part of the Cape Lookout Park Road which would leave about 6.7 miles of virgin construction for completion to the Tierra Del Mar Loop Road. The location utilizes a six-per cent maximum grade and 18-degree alignment. No improvement is contemplated for the portion of the Park Road utilized. Estimated costs for 6.7 miles of construction (B-D on the attached sketch map) are as follows: Grading and Drainage only, $1,300,000; Grading, Drainage, and Surfacing (6-inch Depth), $1,394,000; Grading, Drainage, and 0-11 Oil Mat, $1,508,000; the costs have been determined using the location estimate as a guide.

The reconnaissance projection, beginning near Whiskey Creek on the Cape Lookout Park Road, lies roughly two miles easterly of the 1936 field location and extends southerly to the Tierra Del Mar Loop Road. There would be about 7.2 miles of virgin construction utilizing a ten-per cent maximum grade near the summit and 10-degree alignment. As before, no improvement on the Park Road is contemplated. Estimated costs for 7.2 miles of construction (A-C on the attached sketch map) are as follows: Grading and Drainage only, $775,000; Grading, Drainage and Surfacing (6-inch depth), $876,000; Grading, Drainage and 0-11 Oil Mat, $998,000. This reconnaissance route is about 1.1 miles shorter than the location between common termini.

On the field trip, it was noted that the Cape Lookout area is interlaced with a network of log-hauling roads which do not show on maps presently available. These roads are apparently owned and maintained by the Crown-Zellerbach Company and a request has been made for copies of their maps (if available) showing these roads; at the writing of this report, no word had been received. A more extensive study of these roads may reveal an existing connection between the Cape Lookout Park Road and the Tierra Del Mar Loop Road. Because of weather and lack of time, it was not possible to investigate these roads more thoroughly. From what was seen, these log-hauling roads are ten to twelve feet wide with rock surfacing; passing bays occur at intervals of 500 to 800 feet. Vertical and horizontal alignment both appear adequate. If such utilization of these existing roads is possible, it appears that improvement to an adequate standard would cost less than virgin construction. No investigation has been made for this possibility.

A discussion with the City-County Relations Division revealed that other Tillamook County construction dictated a 32-foot subgrade, 12 per cent maximum grade, and what horizontal alignment is needed to utilize the topography; the estimates are based on these assumptions. It will be noted that the estimates have been segregated because from discussion with the County Court by City-County Relations, Tillamook County would be interested only in a grading and drainage estimate. Unit costs are from the Cost Section.

Sketch map and estimates are attached.

J. E. Morelock
Assistant Chief Locating Engineer

By William H. Tebeau
William H. Tebeau
Reconnaissance Designer

WHT:fp

Attachments

## NETARTS-SAND LAKE
## TILLAMOOK COUNTY ROAD
## TILLAMOOK COUNTY

### Physical Characteristics

| | 1936 Loc Projection | 1960 Recon Projection |
|---|---|---|
| Comparative Length, Miles* | 8.8 | 7.7 |
| Construction Length, Miles | 6.7 | 7.2 |
| Total Central Angle | 1189½° | 1129° |
| Total Number of Curves | 25 | 21 |
| Maximum Curve | 18° | 10° |
| No. of Max. Curves | 1 | 4 |
| Max. Central Angle, 1 Curve | 170½° | 153° |
| Maximum Grade | 6% | 10% |
| Length Max. Grade | 12,580' | 2,300' |
| Length Grade - 3%+ | 24,300 | 22,800 |
| Total Rise & Fall | 1,550' | 1,600' |
| Summit Grade Elevation | 770' | 850' |
| Grading & Drainage | $1,206,000 | $675,000 |
| R/W | 94,000 | 100,000 |
| Est. Cost.Grading & Drainage | $1,300,000 | $775,000 |
| Est. Cost with 6" Surfacing | $1,394,000 | $876,000 |
| Est. Cost with 0-11 Oil Mat. | $1,508,000 | $998,000 |

*Point A at Whiskey Creek; Point D - 1 mile north of Sand Lake

NETARTS-SAND LAKE
TILLAMOOK COUNTY ROAD
TILLAMOOK COUNTY

1936 Loc. Projection (Gall & Johnson) Length - 6.7 Miles

| | Item | Unit | Net | Allow. | Gross | Unit Cost | Amount |
|---|---|---|---|---|---|---|---|
| 1. | Clearing & Grubbing | All | 100% | --- | 100% | Lump Sum | $115,000 |
| 2. | Drainage | Mile | 6.7 | --- | 6.7 | 15,000.00 | 100,500 |
| 3. | General Excavation | CY | 1,120,000 | 280,000 | 1,400,000 | 0.40 | 560,000 |
| 4. | Short Overhaul | Yd. Sta. | 3,360,000 | 840,000 | 4,200,000 | 0.01 | 42,000 |
| 5. | Long Overhaul | C-Yd. Sta. | 56,000 | 14,000 | 70,000 | 0.40 | 28,000 |
| 6. | Finish Roadbed & Slopes | Mile | 6.7 | --- | 6.7 | 1,000.00 | 6,700 |
| 7. | Rounding Cutbanks | Lin. Ft. | 32,360 | 8,090 | 40,450 | 0.20 | 8,090 |
| 8. | Metal Guide Posts | Each | 176 | 44 | 220 | 6.75 | 1,485 |

| | |
|---|---|
| Subtotal | $861,775 |
| Engineering & Contingencies | 344,225 |
| Grading & Drainage | 1,206,000 |
| R/W | 94,000 |
| Est. Cost Grading & Drainage | 1,300,000 |

6" Crushed Rock Surfacing only at $14,000/Mi = $94,000
Est. Cost Grading, Drainage, & Surfacing 1,394,000

0-11 Oil Mat on 10 3/4" Base & Leveling at $31,000/Mi = $208,000
Est. Cost Grading, Drainage & Surfacing 1,508,000

NETARTS-SAND LAKE
TILLAMOOK COUNTY ROAD
TILLAMOOK COUNTY

Recon. Projection

Length - 7.2 Miles

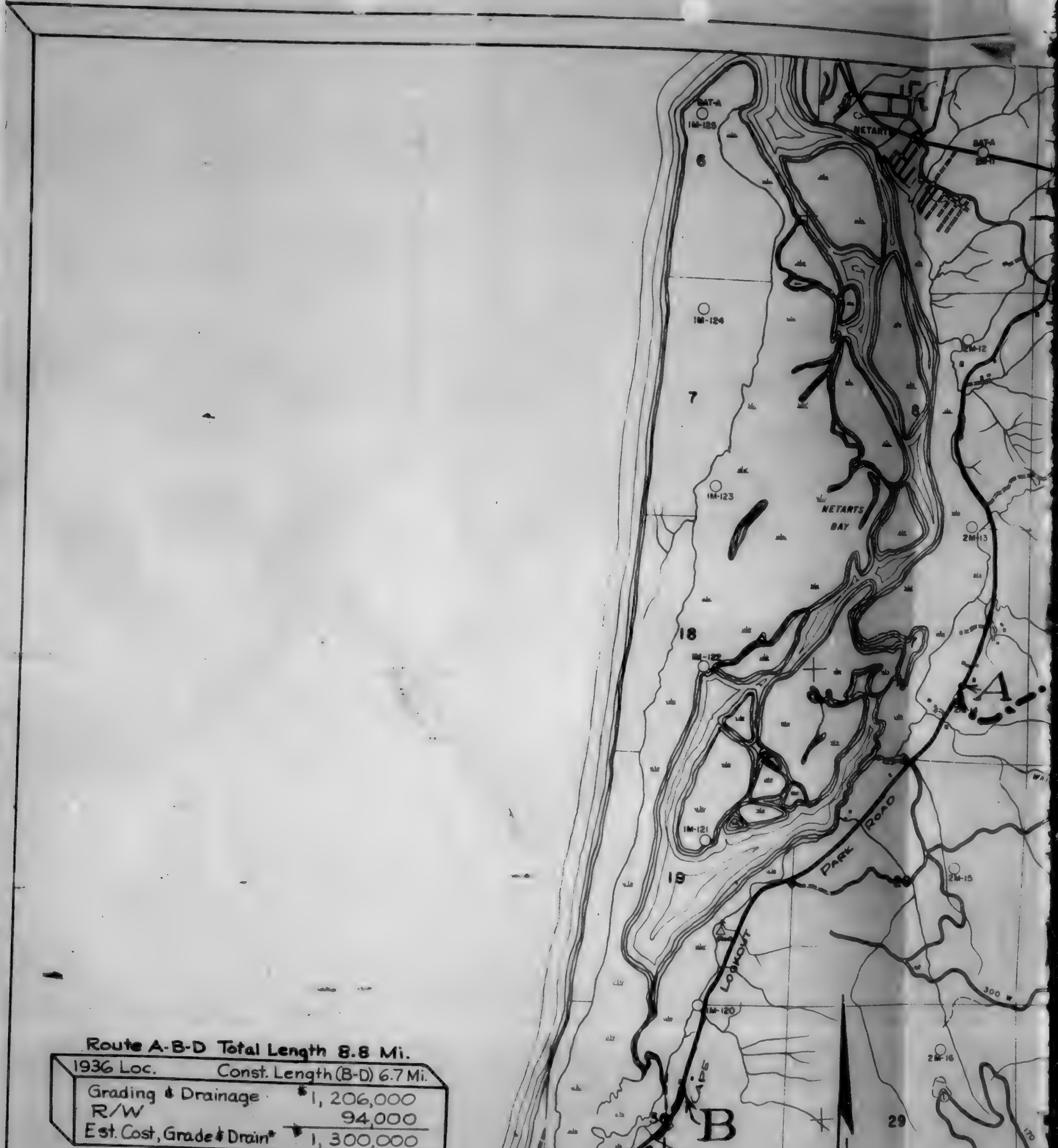
|  | Item | Unit | Net | Allow. | Gross | Unit Cost | Amount |
|---|---|---|---|---|---|---|---|
| 1. | Clearing & Grubbing | All | 100% | --- | 100% | Lump Sum | $125,000 |
| 2. | Drainage | Mile | 7.2 | --- | 7.2 | 15,000.00 | 108,000 |
| 3. | General Excavation | CY | 410,000 | 102,500 | 512,500 | 0.40 | 205,000 |
| 4. | Short Overhaul | Yd. Sta. | 1,230,000 | 307,500 | 1,537,500 | 0.01 | 15,375 |
| 5. | Long Overhaul | C-Yd. Sta. | 21,000 | 5,250 | 26,250 | 0.40 | 10,500 |
| 6. | Finish Roadbed & Slopes | Mile | 7.2 | --- | 7.2 | 1,000.00 | 7,200 |
| 7. | Rounding Cutbanks | Lin. Ft. | 38,200 | 9,550 | 47,750 | 0.20 | 9,550 |
| 8. | Metal Guide Posts | Each | 190 | 50 | 240 | 6.75 | 1,620 |

|  |  |
|---|---|
| Subtotal | $482,245 |
| Engineering & Contingencies | 192,755 |
| Grading & Drainage | 675,000 |
| R/W | 100,000 |
| Est. Cost Grading & Drainage | 775,000 |

6" Crushed Rock Surfacing only at $14,000/Mi = $101,000
Est. Cost Grading, Drainage, & Surfacing 876,000

0-11 Oil Mat on 103/4" Base & Leveling at $31,000/Mi = $223,000
Est. Cost Grading, Drainage, & Oil Mat 998,000

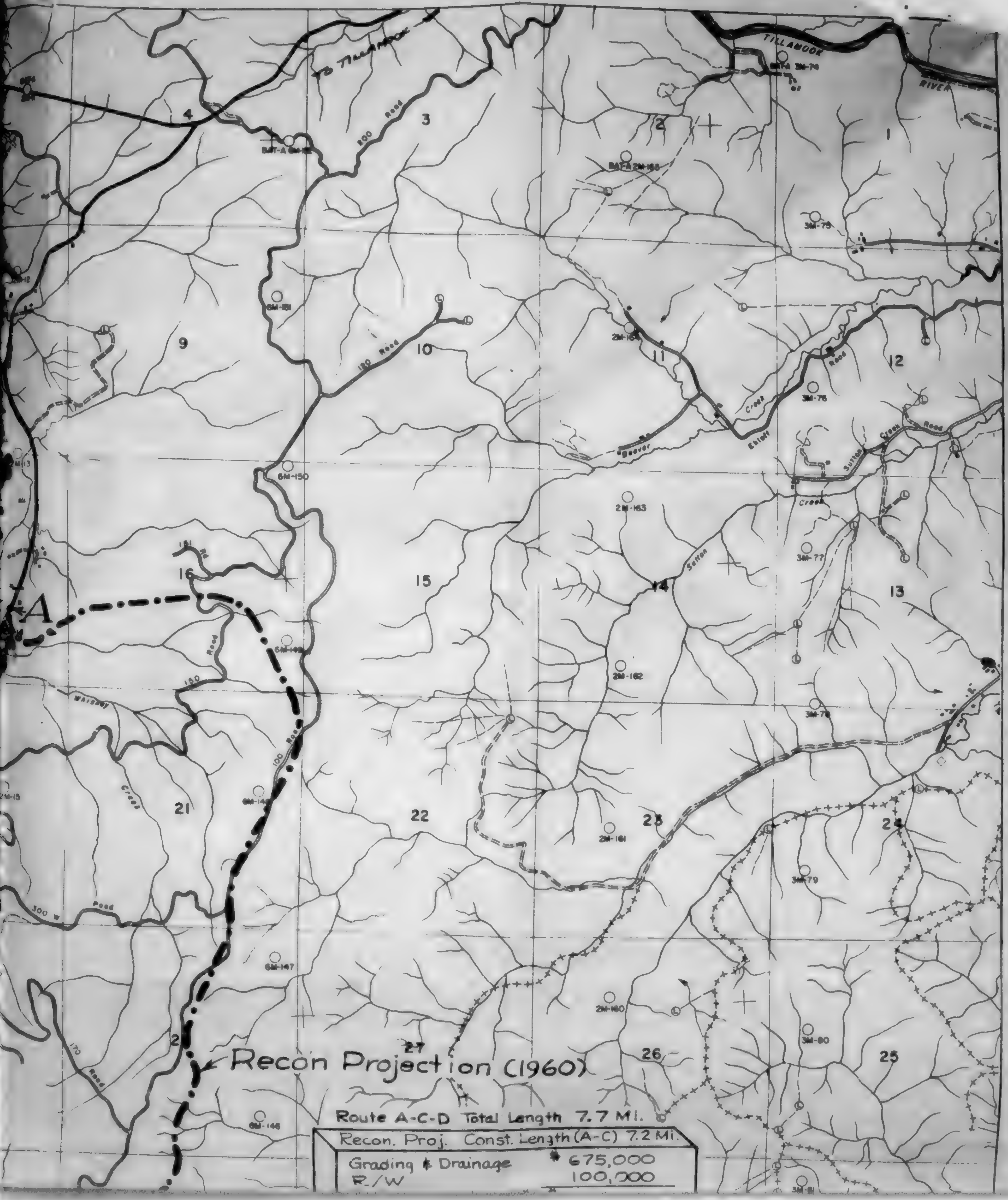
R-123

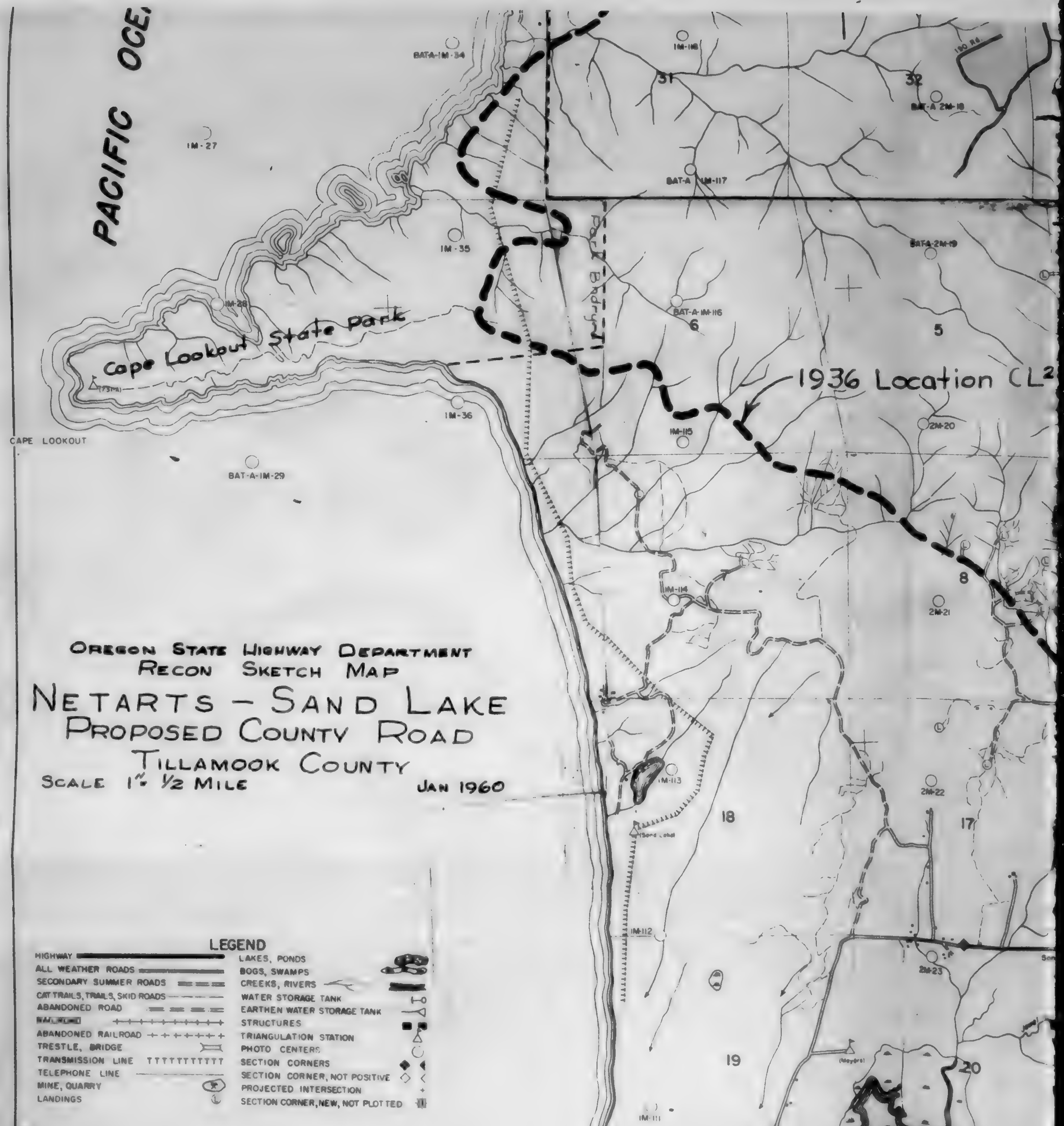

NETARTS
NETARTS BAY
CAPE LOOKOUT PARK ROAD
A
B
6
7
18
19
29
IM-125
IM-124
IM-123
IM-122
IM-121
IM-120
IM-119
2M-11
2M-12
2M-13
2M-15
2M-16
2M-17
300
170

**Route A-B-D Total Length 8.8 Mi.**

| 1936 Loc. | Const. Length (B-D) 6.7 Mi. |
|---|---|
| Grading & Drainage | $1,206,000 |
| R/W | 94,000 |
| Est. Cost, Grade & Drain* | $1,300,000 |

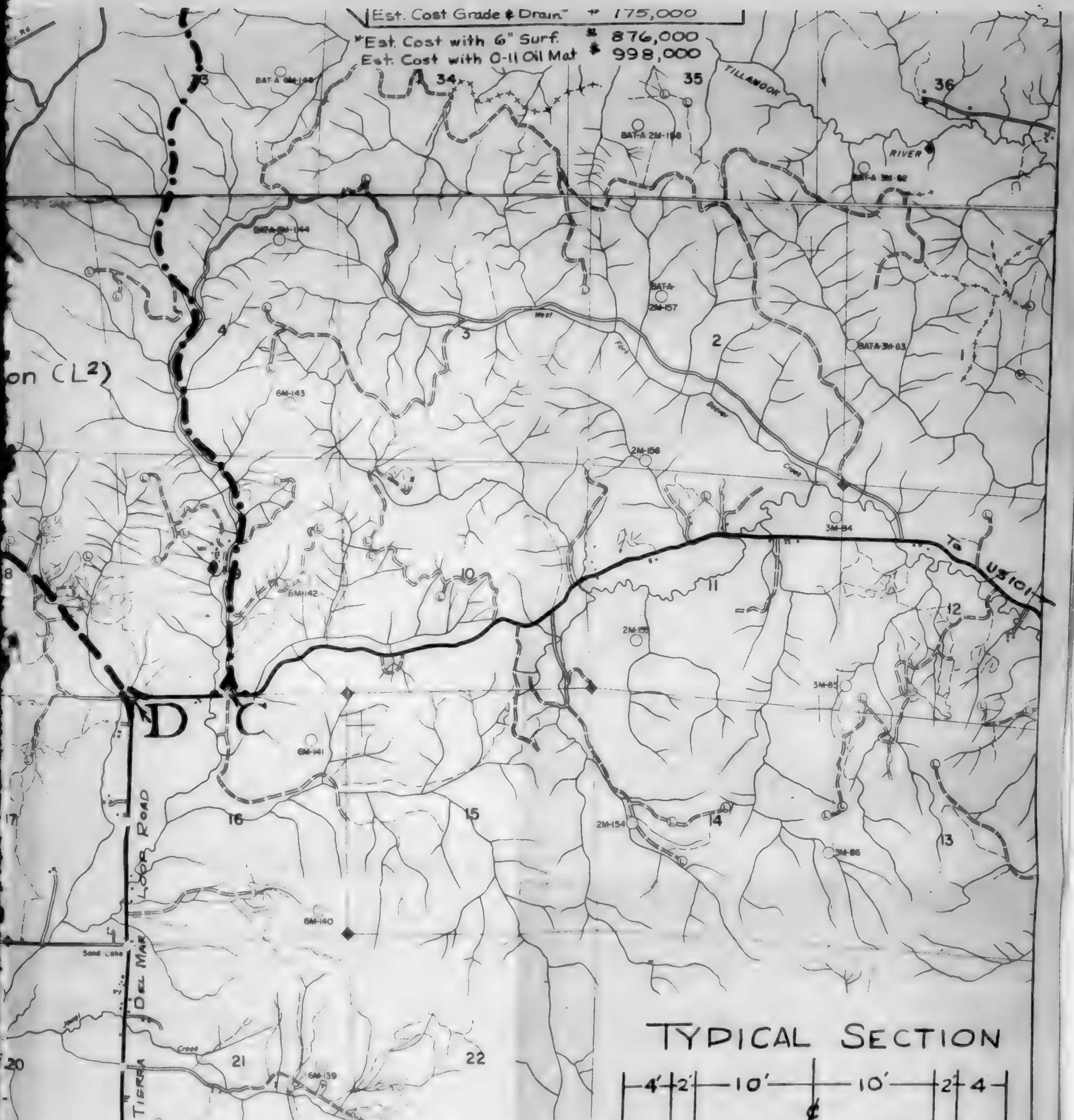
* Est. Cost with 6" Surf. $1,394,000
Est. Cost with O-11 Oil Mat $1,508,000


To Tillamook
Tillamook
River
200 Road
120 Road
190 Road
100 Road
300 W Road
170 Road
Beaver
Eckloff Creek Road
Sutton Creek Road
Sutton Creek
Whiskey Creek
Creek
1
2
3
4
9
10
11
12
13
14
15
16
21
22
23
24
25
26
27
A
BAFA 3M-74
BAFA 2M-166
BAT-A 6M-152
3M-75
6M-151
2M-164
3M-76
6M-150
2M-163
3M-77
6M-149
2M-162
3M-78
6M-148
2M-161
3M-79
6M-147
2M-160
3M-80
6M-146
3M-81
2M-15
Recon Projection (1960)
Route A-C-D Total Length 7.7 Mi.
Recon. Proj. Const. Length (A-C) 7.2 Mi.
Grading & Drainage $ 675,000
R/W 100,000



ORESGON STATE HIGHWAY DEPARTMENT
RECON SKETCH MAP
NETARTS - SAND LAKE
PROPOSED COUNTY ROAD
TILLAMOOK COUNTY
SCALE 1" = 1/2 MILE
JAN 1960

PACIFIC OCE
BAT-A-IM-34
IM-27
IM-35
IM-28
Cape Lookout State Park
CAPE LOOKOUT
IM-36
BAT-A-IM-29
Park Bdry
IM-116
31
32
BAT-A 2M-18
BAT-A IM-117
BAT-A-2M-19
BAT-A-IM-116
6
5
1936 Location CL
IM-115
2M-20
8
IM-114
2M-21
IM-113
Sand Lake
18
17
2M-22
IM-112
2M-23
19
20
IM-111
2M-24
LEGEND
HIGHWAY
ALL WEATHER ROADS
SECONDARY SUMMER ROADS
CAT TRAILS, TRAILS, SKID ROADS
ABANDONED ROAD
RAILROAD
ABANDONED RAILROAD
TRESTLE, BRIDGE
TRANSMISSION LINE TTTTTTTTTT
TELEPHONE LINE
MINE, QUARRY
LANDINGS
LAKES, PONDS
BOGS, SWAMPS
CREEKS, RIVERS
WATER STORAGE TANK
EARTHEN WATER STORAGE TANK
STRUCTURES
TRIANGULATION STATION
PHOTO CENTERS
SECTION CORNERS
SECTION CORNER, NOT POSITIVE
PROJECTED INTERSECTION
SECTION CORNER, NEW, NOT PLOTTED


Est. Cost Grade & Drain* $175,000
*Est. Cost with 6" Surf. $876,000
Est. Cost with 0-11 Oil Mat $998,000
33
34
35
36
BAT-A 6M-145
BAT-A 2M-156
BAT-A 3M-82
Tillamook
River
BAT-A 2M-144
BAT-A 2M-157
West Fork Beaver Creek
BAT-A 3M-83
4
3
2
1
on (L²)
6M-143
2M-156
3M-84
To US 101
8
10
11
12
6M-142
2M-155
3M-85
D
C
6M-141
17
16
15
14
13
2M-154
3M-86
Tierra Del Mar Loop Road
6M-140
Sand Lake
Jewel Creek
20
21
22
6M-139
BAT-A 2M-100
TYPICAL SECTION
4'
2'
10'
10'
2
4
℄
1¼ O-11 Oil Mat - 2" Leveling - 8¾" Base

Salem, Oregon
December 14, 1959

Mr. Tom Edwards
Construction Engineer
OFFICE

At a recent meeting with Mr. Williams, Judge Effenberger of Tillamook County requested that we "give a look" to the possibility of extending the secondary highway southerly from the Cape Lookout area to somewhere in the vicinity of Sand Lake.

This road is not on any federal system at the present time; however, the Judge indicated that they might consider making it a county secondary. Someone has read some arithmetic off the ceiling which would indicate that the project would cost around a million dollars.

Will you please make some sort of a determination either by field inspection or by such data as may be available and give me a prospectus-type report with a reasonably accurate guess as to cost.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. C. G. Swenson

Salem, Oregon
[illegible]ember 14, 1959

SUBJECT

[illegible]

At a recent meeting with Mr. Williams, Judge Effenberger of [illegible] County requested that we "give a look" to the possibility of extending the secondary highway southerly from the [illegible] Lookout area to somewhere in the vicinity of [illegible] Lake.

This road is not on any federal system at the present time; however, the Judge indicated that they might consider making it a county secondary. Someone has read some arithmetic off the ceiling which would indicate that the project would cost around a million dollars.

FAS 617

Will you please make some sort of a determination either by field inspection or by such data as may be available and give me a prospectus-type report with a reasonably accurate guess as to cost.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. [illegible] Williams
Mr. [illegible] [illegible]

[illegible] investigate
[illegible]
[illegible]

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# PORT OF BAY CITY
GARIBALDI, OREGON

Address All Correspondence To:
2405 FIRST STREET
TILLAMOOK, OREGON

**Commissioners:**
Don M. Viles, President,
Box 56, Garibaldi, Oregon
W. L. Burdick, Vice President,
Box 383, Manhattan Beach, Oregon
E. W. Erickson, Treasurer,
Box 186, Garibaldi, Oregon

**Commissioners:**
F. J. Vermilyea, Secretary,
Route 1, Bay City, Oregon
M. T. Hoy, Commissioner,
Box 219, Garibaldi, Oregon
A. E. Hagglund, Assistant Secretary,
2405 First Street, Tillamook, Oregon

June 11,1959

REFERRED TO
W C Williams
BY SECRETARY

REFERRED TO
Cooper
By State Highway Engineer

State Highway Commission,
Salem, Oregon.

Re: Highway No. 101 between
Bay City and Garibaldi,
Tillamook County,Oreg.

Gentlemen:

The Port of Bay City is informed that your plans in straightening out Highway No. 101 between Bay City and Garibaldi, in Tillamook County, is an overhead crossing from Hobsonville to Garibaldi, over the Port property and the Garibaldi turning basin, with a clearance of 45 feet. The Port feels certain this height is not sufficient; and we would urge that one of your engineers meet with the Port Commission and discuss this matter before your plans have gone too far.

The Commissioners meet every second Wednesday of each month at 8 p.m. in the City Hall at Garibaldi, Oregon.

Yours very truly,

PORT OF BAY CITY

By: A. E. Hagglund
Assistant Secretary

Edw.
have someone
go listen
Cooper

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

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## STATE HIGHWAY COMMISSION MEETING

Delegation Judge O. E. Effenberger, Tillamook County, re reconstruction of Garibaldi-Bay City Section of US101

Date September 12, 1958

Time 11:00 a. m.

| Name | City or Town | Capacity |
|---|---|---|
| C. E. Effenberger | T illamook | Judge |
| W. Schulmerich | " | County Comm. |
| A. H. Tilden | " | " " |
| Charles Ross | " | Chrmn, Roads Committee of C of C |
| Bufor ford Wilkerson | " | Mgr. , C of C |
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NOTED
H. B. GLAISYER

agenda
9/12

AGENDA
SEP 12 1958
D

August 6, 1958

11:00 A.M.

Hon. O. E. Effenberger
County Judge of Tillamook County
Courthouse
Tillamook, Oregon

Dear Judge Effenberger:

You were in my office a few days ago and requested an appointment with the State Highway Commission at its September meeting to discuss the reconstruction of the Garibaldi-Bay City Section of US 101. I told you at that time that such meeting was tentatively scheduled for Thursday and Friday, September 11 and 12, and that I would write you when the Commission had definitely set the date. I also scheduled your appearance before the Commission at such meeting at 11:00 a.m. which you stated would be satisfactory.

The Highway Commission at its meeting on July 31 definitely set Thursday and Friday, September 11 and 12, as the date for its September meeting. This meeting will be held in SALEM and the meeting place is in the State Highway Building, probably Room 418. Delegations will be heard on the second day, Friday, September 12th, and I have reserved for you the fifteen minutes starting at 11:00 a.m. as mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

SEPT. 12, 1958
11:00 A.M.

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## STATE HIGHWAY COMMISSION MEETING

**Delegation** O. E. Effenberger, Co. Judge of Tillamook Co., re improvement of ORE Coast Hwy. between Bay City and Garibaldi.

**Date** June 20, 1958

**Time** 10:15 a.m.

| **Name** | **City or Town** | **Capacity** |
|---|---|---|
| 1. Jim Harrison (spokesman) | Coquille | Coos Co. Judge |
| 4. O. E. Effenberger | Tillamook | Tillamook Co. Judge |
| [illegible] Fred W. Flynn | Brookings | Curry Co. Commissioner |
| 5. David S. Moffitt | Newport | Lincoln Co. Commissioner |
| Howard Tilden | Tillamook | Tillamook Co. Court |
| Wes Schulmerich | " | " " |
| 6. Ralph Peterson | Eugene | Lane Co. Commissioner |
| 7. Don Malarkey | Astoria | Clatsop Co. Comm. |
| 2. Vern Ayers | Newport | Mgr., Ore.Coast Assn. |
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NOTED
H. B. GLAISYER

agenda
6/20

AGENDA
JUN 20 1958
D
10:15 A.M. Del

June 10, 1958

Hon. O. E. Effenberger
Judge, Tillamook County
County Courthouse
Tillamook, Oregon

Dear Sir:

This is to confirm your telephone conversation with Mr. Glaisyer today concerning the appearance of a Tillamook County delegation at the next Highway Commission meeting. Fifteen minutes of time has been allotted to your group, beginning at 10:15 a.m., June 20, in the Pompeiian Room of the Congress Hotel, Portland.

It is our understanding that the delegation wishes to discuss improvement of the Oregon Coast Highway between Bay City and Garibaldi.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

cc Commissioners
Mr. W. C. Williams

FAQ:fp

JUNE 20, 1958
10:15 A.M

D

Presented by Vern Ayers
6/20/58

# STATEMENT OF COUNTY COURT UNIT OF THE OREGON COAST ASSOCIATION IN SUPPORT OF THEIR REQUEST FOR IMPROVEMENTS ON HIGHWAY U. S. 101

Our request for a meeting with you this morning in conjunction with members of the Oregon Coast county courts is for the purpose of attempting to impress upon you gentlemen the necessity that you make some definite plan to program at this time the realignment of the Bay City to Garibaldi stretch of U. S. 101 in North Tillamook County.

The directors of the Oregon Coast Association are unanimously on record as favoring and urgently requesting that you place upon the agenda the improvement and modernization of the Tillamook county road as your first order of business. This, insofar as we are concerned, takes precedence over every other project on U. S. 101 now programmed or planned for programming outside of those sections now under construction.

There are no worse roads in the entire state of Oregon that are so antiquated as those in Tillamook on U. S. 101, and particularly that portion in North Tillamook county.

This association is willing, as we told you at your last meeting, to go out and do everything within our power to assist in raising funds for improvement of all the main highways in the state. We intend to carry on this campaign enlisting the aid of other highway associations throughout the state, and we are certain that when the citizens of the state realize the gravity of the present lack of funds, we shall be successful.

Following this meeting with you this morning, we have a ~~private~~ conference scheduled at which time ways and means of accomplishing this aim will be discussed. In attendance at that meeting will be several of the coast legislators who have been invited specifically for the purpose of assisting us in a legislative program of action to make this increase of funds possible.

This will probably require considerable time and money, and we are willing to do everything in our power to secure these highway funds on the basis as outlined in recent newspaper stories by the chairman of your commission and your highway engineer.

We wish to digress at this point for a moment to call your attention to a situation that now exists generally throughout the state with the exception of the metropolitan area of Portland. Time and time again we have been told very emphatically that the increase of a one cent per gallon in the gasoline tax for the state and/or a raise in the annual car license was not too odious but that a fair and equitable distribution of the proceeds must be made.

Bluntly, the feeling is general that Portland is or will receive a far larger slice of present and proposed construction funds than is fair, considering the needs of all sections. Portland and environs they point out, according to published reports, will receive a far greater portion of the approximate $900,000,000 than its needs or its population justify.

A veritable wagon wheel of four-lane highways in and around Portland is proposed or under way under the interstate 93-7 program or is allocated to the interstate-urban program. This, it is felt, is very much like the gentleman with a closet full of tailored suits asking the out-state yokel with the patched overalls to subscribe to still another dress suit for the debonair individual with no benefit whatever to the country bumpkin.

Our members further wish to remind Portland, and this is certainly true insofar as the Oregon Coast is concerned, that Portland is the trade center for the coast reaping millions of dollars in wholesale and retail supplies from the fresh, green out-of-state money brought into the state in the form of vacationists and tourists.

Every state has its mountains and its inland scenic attractions, but Oregon, with its 400 mile shoreline, has something found in no other state except Washington and California. Only Oregon has the truly scenic magnificence that attracts the majority of all west coast visitors. Your highway travel department surveys, over the years, have indicated that 40 percent or more of all out-of-state visitors visit some part of the Oregon Coast.

This is verified by the fact that without exception the coast's state parks rank at the top with more than 50 percent of attendance.

Returning once again to U. S. 101 and the immediate need for attention: Your state highway engineer informs us that the target date for the completion of the Cascade Head project which would eliminate a particularly bad bottleneck is set for 1961. This project has now received nearly $1,500,000 in forest service funds without a dime being spent by the state. An additional $400,000 in the so-called crash program can be had and used here in Forest Service funds. This would permit the completion of this realignment up to but not including a bridge across the Salmon River. However, it could be tied in to the existing highway north of the Salmon River on U. S. 101 saving nearly six miles in this 11 mile tortuous stretch. No highway project in this state has a higher quotient value than this.

We urge that you join us in requesting the Forest Service to make available this money. This brings us once again to the fact that the Oregon Coast highway as a whole has actually not received all of the funds in Districts 2 and 3 to which it is entitled.

In District 3, which includes Coos and Curry counties, a considerable portion of the present modern highway between Port Orford and Gold Beach has been paid for from Forest Service funds. Again, may we remind you that while it will come out of state highway funds, this association campaigned and carried through to a successful conclusion a special highway bond issue for the elimination of the Gold Beach to Brookings realignment to cost between $16,000,000 and $18,000,000. This association campaigned single handedly to obtain the appropriation of this sum in the legislature.

It will be paid for, it is true out of road-user taxes, but even here we are opening up a route which will let through thousands of additional travelers between California and Washington that will return in road-user taxes, a sum that will pay it off in its entirety. May we also point out that this highway portion of the U. S. 101 will cost the state less than half its cost.

We have also been told that the target date for completion of the Davis Slough to Bandon Road below Coos Bay cannot be expected until 1960. Here again, the completion of this cut-off saving many miles in travel is imperative. Hauling into the Coos Bay Lumber Mill area daily are many trucks loaded with logs from Curry county's vast forests. The extra time in negotiating the round-about course means in some instances one less trip a day and a considerable rise in operational costs. With the lumber market as it is today, and with the lumber industry the state's number one source of revenue, it seems to us that this, too, is a case of being pennywise and pound foolish.

We on the Oregon Coast, gentlemen, are not so fortunate as practically every other portion of this great state. We do not have any other means of moving our visitors or our products except by Highway U. S. 101. Other sections of the state have railroad lines. We on the coast must depend entirely on U. S. 101 for all purposes. As the state's third most important highway, we urge you (1) to program and get under way the realignment of the Bay City - Garibaldi route even though you are required to borrow from some other district temporarily for funds, as you have done from U. S. 101, or proposed to do, for another highway, (2) that you join with us in urging that the $400,000 in crash funds of the Forest Service be used on the Cascade Head project and (3) that you complete the Davis Slough to Bandon cut-off earlier than present plans contemplate.

May we again remind you that in the seven Oregon Coastal counties, lumber is our No. 1 industry and that our No. 2 industry is tourism. Both of these must have modern highway much above the standards to be found there now. The state is losing millions of dollars annually in this respect. In 1957 tourism alone brought $131,000,000 in revenue to the Oregon Coast. This could easily be twice that amount through the investment of many times less this sum in state highway funds. Help us to help you. We both shall profit.

RECEIVED
JUN 11 1958
FOR FILING

6-4-58

5976

## LOCATION PROSPECTUS: GARIBALDI-BAY CITY SECTION
## OREGON COAST HIGHWAY
## TILLAMOOK COUNTY

6-11-58

The following prospectus is submitted regarding the above mentioned subject. The northerly terminus is M.P. 54.2, said M.P. being 0.6 miles north of the corporate limits of Garibaldi. The southerly terminus is M.P. 61.1, said M.P. being 0.3 of a mile northerly of the South corporate limits of Bay City. The overall length of the project is 5.90 miles.

This is to be a complete location survey for the purpose of preparing plans and specifications for a construction project. The general route is as follows: From the northerly terminus, the alignment runs in a southerly direction, laying northeasterly of and approximating the railroad alignment, to an overcrossing structure; thence through a 4° curve right, to the crossing of Miami Cove at its mouth, thence in a southerly direction, westerly of and approximating the railroad alignment, to the second crossing of the railroad approximately 0.1 of a mile southerly of the north corporate limits of Bay City; thence in a southerly direction, easterly of and approximating the railroad alignment, to the southerly terminus. The main portion of Garibaldi will be by passed. Bay City will be passed through.

The general route was determined by the reconnaissance survey supervised by V. D. Wolfe in 1956. No soils reconnaissance has been made however soils investigation shall be made during the course of the survey to determine base design and special treatment required for foundations and slides. A special drainage problem exists through a swampy area within the corporate limits of Bay City. An economic analysis has been made on the reconnaissance alternates.

The 1956 ADT is 2,300, the projected 1975 ADT is 4,600. This is a Class "A"-60 highway with maximum curvature of 6° and maximum grade of 2.5%. The typical section will be two 12-foot running lanes with 10-foot shoulders. Shoulders will be given standard treatment. There is no warrant for a climbing lane. No consideration will be given future four laning.

The tentative base design as proposed by G. L. Decker, subject to change upon completion of field investigation, is as follows:

| | |
|---|---|
| Bottom Course Base | 8½" |
| Leveling Course | 2 " |
| Asphaltic Concrete | 3½" |

A comparison of the proposed alignment and the existing facility shows a decrease of 2.15 miles in length, a decrease of 581 feet of rise and fall and a decrease of 1766° of central angle.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

Access on this facility will be controlled as to location and use. Channelized connections to the existing highway at Garibaldi and Bay City will be required. There will be two separated railroad crossings. A structure will be required at the crossing of Miami Cove. The minimum right of way taking will be 80 feet.

Field investigation will be required to determine prospective material sources.

It is suggested that the existing facility be turned over to Tillamook County. A public hearing will be required for this section.

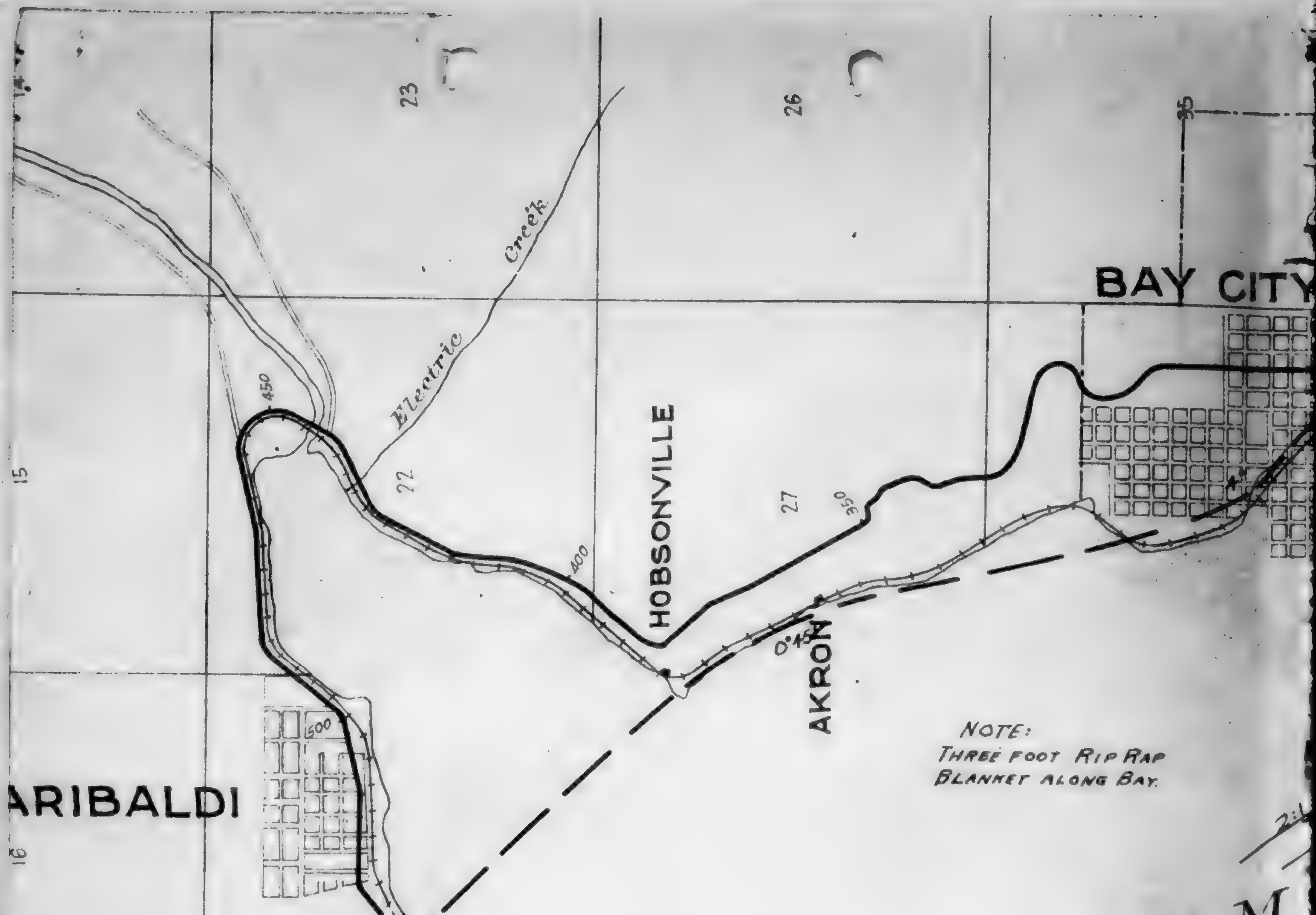
There are no State Parks in the vicinity of this survey.

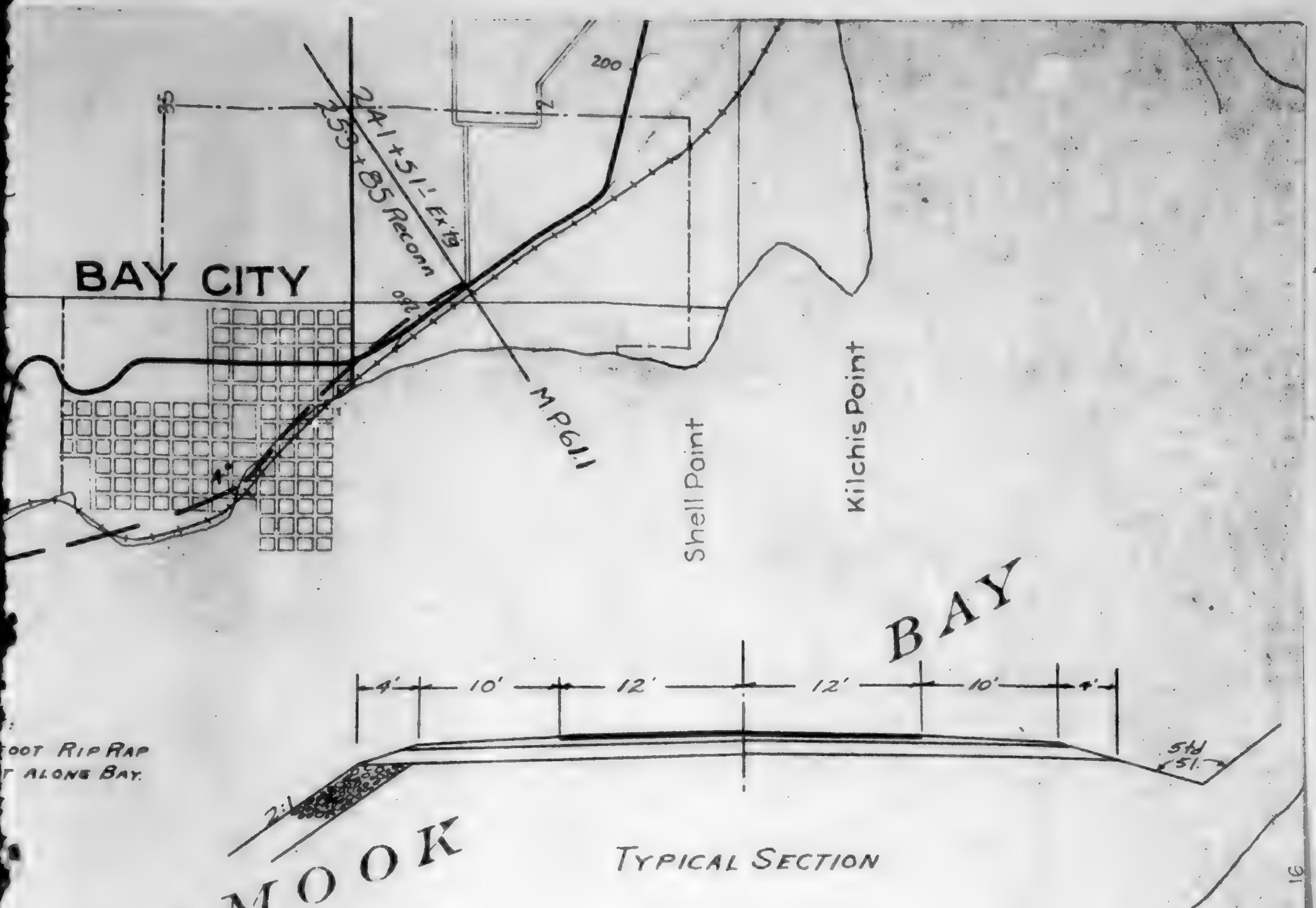
June 4, 1958

Attachment

cc to: W. C. Williams
Forrest Cooper ✓
G. S. Paxson
Tom Edwards
J. D. Walker
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. De France

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER


23
26
35
Electric Creek
BAY CITY
15
22
27
450
400
350
HOBSONVILLE
AKRON
0°15'
NOTE:
THREE FOOT RIP RAP
BLANKET ALONG BAY.
ARIBALDI
500
16
4°
TILLAM
560
Lot 4
Lot 3
6°
4°
0+00 Recom
295+00
17
BARVIEW
Life Guard Station
Privately Owned Tide Lands
Tide Lands
20
Privately Owned
29
Kincheloe Point
M.P. 54.7
BAY OCEAN


BAY CITY
200
35
241+51.1 Ex'19
253+85 Recon
M.P. 61.1
Shell Point
Kilchis Point
TILLAMOOK BAY
BAY OCEAN
4'
10'
12'
12'
10'
4'
2:1
5:1
TYPICAL SECTION
OOT RIP RAP
T ALONG BAY.

OREGON STATE HIGHWAY DEPARTMENT

PROSPECTUS MAP

GARIBALDI - BAY CITY SECT.

OREGON COAST HIGHWAY

TILLAMOOK COUNTY

SCALE 1" = 2000'

MAY 1958

RECEIVED
MAY 19 1958
FOR FILING

May 15, 1958

Mr. Dallas Troutman, President
North Bend Chamber of Commerce
P. O. Box 815
North Bend, Oregon

Dear Mr. Troutman:

This acknowledges your letter of April 8, 1958, received on May 9, 1958, in which request is made that the State Highway Commission include in its construction program improvement of the Garibaldi-Bay City Section of US 101.

Your letter will be brought to the attention of the members of the Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

**CHAMBER OF COMMERCE**
**NORTH BEND CITY PARK**
P. O. BOX 815 NORTH BEND, OREGON

April 8, 1958

Mr. G. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This chamber of commerce firmly believes the Garibaldi-Bay City highway improvment must be included in the program of the Oregon State Highway Commission. The Present condition of this absolete highway is an insult to the great state of Oregon and everyone who has to travel it.

Respectfully submitted

North Bend Chamber of Commerce

Dallas Troutman
Dallas Troutman, President

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 15 1958
FOR FILING

May 14, 1958

Pacific City-Woods Area Chamber of Commerce, Inc.
Pacific City, Oregon

Attention: Evelyn W. Gaston
Secretary

Gentlemen:

This note is simply to acknowledge receipt of your letter of April 7, 1958 in which you advise that the Pacific City-Woods Area Chamber of Commerce have gone on record as favoring the realignment of US 101 through Tillamook County.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

PACIFIC CITY - WOODS AREA CHAMBER OF COMMERCE, INC.
PACIFIC CITY, OREGON

April 7, 1958

Mr. H. G. Glazier
State Highway Department
Salem, Oregon

Dear Mr. Glazier:

This is to inform you that this organization goes on record as favoring the putting of the realignment of U. S. Highway 101, through Tillamook County, on the Highway Department's program for immediate action.

Sincerely yours,

Evelyn W. Gaston

RH:eg

Evelyn W. Gaston, Secretary

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 9 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 15 1958
FOR FILING

May 14, 1958

Mr. Ben Davis, President
Brookings Chamber of Commerce
Brookings, Oregon

Dear Mr. Davis:

This note is simply to acknowledge receipt of your letter of May 7, 1958 in which you advise that your Board of Directors have gone on record as endorsing improvement of the Bay City-Garibaldi Section of US 101.

The letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: Commissioners
W. C. Williams

Brookings
CHAMBER OF COMMERCE
BROOKINGS, OREGON
Oregon's Home of Winter Flowers

PORTLAND
OCEAN
Coos Bay
Coquille
BANDON
Gold Beach
ORE.
BROOKINGS
CAL.
Crescent City
Eureka
Garberville
Ukiah
Santa Rosa
San Francisco
PACIFIC

May 7th
1958

Secretary H. G. Glaizyer
State Highway Commission
Salem, Oregon

Dear Sir:

The Board of Directors of the Brookings Chamber of Commerce go on record as endorsing the Bay City Garibaldi section of Highway 101. Survey has been made with the benefit quotient $3.00 for every $1.00 investment.

Very truly yours,
Ben Davis
Ben Davis, President

RECEIVED
MAY 11 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

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F-129(...)

1

## STATE HIGHWAY COMMISSION MEETING

**Delegation** County Judge O. E/ Effenberger, Tillamook County, re construction of Bay City-Garibaldi Section of Ore. Coast Hwy.

**Date** May 9, 1958

**Time** 4:00 p. m.

| Name | City or Town | Capacity |
|---|---|---|
| 1, Judge O. E.Effenberger | (spokesman) Tillamook | Co. Judge |
| 2, Tom Becker | Newport | Pres., Ore. Coast Assn. |
| 3, LaVerne Ayers | " | Mgr. " |
| 4, George Hodges | " | V.P. ", representing Ore.Gold Coast ([illegible]) |
| 5, Chas. Ross | Tillamook | Chrmn, Hwy. Comm., C of C |
| Burfrod Wilkerson | " | C of C |
| Hans Paulson | " | Pres., C of C |
| W. F.Badley & Mrs. | Otto Rock | |
| Fred Guyton | Tillamook | City Concilman |
| Harry B. Hammell | " | Director, Ore. Coast Assn. |
| A. W.Middleton | Rockaway | City Council |
| S.J. Mammano | " | Director, Ore. Gold Cosst |
| J.H.Scott | Nehalem | Chrm, Hwy.Comm., Nehalem Bay Expan. Assn. |
| Erling Brauti | Wheeler | Pres., Port of Nehalem |
| Walter R.Randolph | Nehalem | Mayor, Pres. Expans. Assn. |
| Ben S. Lane | Manzanita | Mayor |
| O.F.Campbell | Neahkahnie | Expans. Assn. |
| | | |
| | | |

May 7, 1958

Mr. Leonard Tolman, Vice President
Douglas County Members
Oregon Coast Association
Winchester Bay, Oregon

Dear Mr. Tolman:

In your letter of May 6, 1958, just received, you asked the State Highway Commission to give special and early consideration to the construction of the Bay City-Garabaldi section of the Oregon Coast Highway. Your letter will be brought to the attention of the members of the Highway Commission and the State Highway Engineer for their information in the programming of future highway funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: Commissioners
W. C. Williams

May 7, 1956

Mr. Clair Terry, Acting President
Coos Bay Chamber of Commerce
Coos Bay, Oregon

Dear Mr. Terry:

This is to acknowledge receipt of your telegram dated May 6, 1956, in which you advise that the Chamber of Commerce have gone on record supporting the request of the Tillamook County Court, the Oregon Coast Association, Tillamook interests intheir efforts to secure the improvement of US101 in Tillamook County. I shall bring it to the attention of the members of the State Highway Commission and the State Highway Engineer for their information in programming of future highway funds.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: Commissioners
W. C. Williams

POWERS
BANDON
MYRTLE POINT
NORTH BEND
COOS BAY
COQUILLE
EMPIRE - CHARLESTON

COOS COUNTY
CHAMBER OF COMMERCE

P. O. BOX 398
COOS BAY, OREGON

May 7, 1958

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Gentlemen:

The Board of Directors of the Coos County Chamber of Commerce has expressed unanimous favor of the improvements of Highway 101, north of Tillamook, through Bay City and Garibaldi area, as requested by Tillamook County.

We of the Coos County area appreciate the importance and the benefits to be derived from a good coastal highway, both to the north and to the south of Coos County. Improvement on Highway 101 wherever needed and the bridge over the Columbia River at Astoria will bring more Tourists to the Coast, thus protecting our economy, and promoting the third largest industry in the State of Oregon.

We sincerely urge you to give serious consideration to the request of Tillamook County for the much needed improvement on Highway 101.

Respectfully yours,

B L Higgins
B. L. Higgins, Manager

COOS COUNTY CHAMBER OF COMMERCE

BLH/mh
cc: Tillamook County Court
Oregon Coast Association

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

# WESTERN UNION

## TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Agenda

Tillamook

NOTED
H. B. GLAISYER

ACKNOWLEDGED
H. B. GLAISYER

PRA253

PR COA068 NL PD=COOS BAY ORG 6= 1958 MAY 6 PM 7 29

H B GLAISYER= SECRETARY OREGON STATE HIGHWAY COMMISSION
SALEM ORG=

THE COOS BAY CHAMBER OF COMMERCE IS ON RECORD AS REQUESTING AND AFFIRMING COOPERATION WITH AND AS BEING IN SUPPORT OF THE TILLAMOOK COUNTY COURT, THE OREGON COAST ASSOCIATION AND TILLAMOOK INTEREST IN IMPROVING HIGHWAY 101 AND IN THE EFFORTS OF THESE ORGANIZATIONS TO HAVE PLACED ON THE PROGRAM OF THE OREGON STATE HIGHWAY COMMISSION THE VITALLY IMPORTANT PLANS FOR IMPROVEMENT OF HIGHWAY 101 IN TILLAMOOK COUNTY=

D

CLAIR TERRY ACTING PRESIDENT COOS BAY
CHAMBER OF COMMERCE=

4:00 PM

IONS FROM ITS PATRONS CONCERNING ITS SERVICE [illegible] 5/9/58

Winchester Bay Ore.
May 6, 58

Oregon State Highway Department
Salem Oregon
H. G. Gaizyer Sec.

Gentlemen;

May we ask that you give special and early consideration to the Bay City, Garibaldi section of the Oregon Coast Highway.

This is the most rough and crooked section remaining on U.S. IoI.

Sincerely,
Leonard Tolman
Leonard Tolman Vice Pres.

Douglas County Members
Oregon Coast Association

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 7 1958
OREGON
STATE HIGHWAY COMMISSION

Ⓓ
4:00 PM

agenda
5/9/58

AGENDA
MAY 9 1958
D

May 2, 1958

Hon. O. E. Effenberger,
County Judge
Tillamook County Courthouse
Tillamook, Oregon

Dear Judge Effenberger:

Pursuant to your telephonic request of a few moments ago, I am reserving for your convenience 15 minutes of time at the meeting of the State Highway Commission on Friday of next week, May 9, 1958, for you to present to the Commission a request for construction of the Bay City-Garabaldi Section of the Oregon Coast Highway. The 15 minutes of time referred to will start at 4 P.M. This meeting of the Highway Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel, Portland.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: Commissioners
W. C. Williams

4:00 PM
May 9, 1958

D

RECEIVED
MAR 17 1958
FOR FILING

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|---|
| F-1[illegible] |
| |
| 5976 |

March 14, 1958

Mr. Robert B. Chessman, Member
State Highway Commission
c/o Astorian Budget
Astoria, Oregon

Dear Mr. Chessman:

In response to your recent request, I am handing you herewith a copy of the reconnaissance report on the Garibaldi-Bay City Section of the Oregon Coast Highway. This report was made in 1956 and would probably reflect present construction costs with a reasonable degree of accuracy. Of the several routes listed, it is probable that a choice would need to be made between the so-called Bay Route and the Mill alternate at the time construction funds were available. One of the determining factors would be the cost of right of way at the time of acquisition. While the estimate on the Bay Route is approximately one-half million dollars more than the Mill alternate, a re-evaluation should be made at the time of the route adoption, taking into account an actual evaluation of the right-of-way costs.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Forrest Cooper
Mr. Gene Huntley

FC:me hi

RECEIVED
FEB 26 1958
FOR FILING
F-1291
5976

~~AGENDA
FEB 27 1958
D~~

February 19, 1958

Hon. O. K. Effenberger
County Judge of Tillamook County
Courthouse
Tillamook, Oregon

Dear Judge Effenberger:

This is to confirm the appointment I made with you a few moments ago to discuss with the Highway Commission at its next meeting, the improvement of the Bay City-Garibaldi Section of US 101 and construction of a new bridge over the Tillamook River on the Netarts Secondary Highway just west of Tillamook.

The next regular meeting of the Commission is scheduled to be held on Thursday and Friday of next week, February 27 and 28. Delegations will be heard on the second day, Friday, February 27, on which day I have reserved for your convenience fifteen minutes of time starting at 2:15 p.m. This meeting of the Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: Commissioners
W. C. Williams

Cancelled appointment
2/25/58

~~2:15 pm
Feb. 28, 58~~

D

RECEIVED
FEB [illegible] 1957

FOR FILING

F-124(1)

5776

# STATE HIGHWAY COMMISSION MEETING

Delegation O. E. Effenberger, et al. re proposed relocation of Bay City- Garibaldi Sect. of US101; constr. of new bridge across Tillamook River on Netarts Hwy.; further improvmt. of Little Nestucca Hwy. by grading and surfacing.

Date January 23, 1957

Time 11:00 a.m.

| Name | City or Town | Capacity |
|---|---|---|
| ✓Judge O. E. Effenberger (spokesmn) | Tillamook | Tillamook Co. Judge |
| ✓Chas. Ross | " | Chrmn., Till. Co. Hwy. Committee |
| ✓Donald B. McRae | Garibaldi | Garibaldi City Councilman |
| ✓Burford Wilkerson | " | Mgr., C of C |
| ✓Earl K. Sweet | " | ~~Mgr.~~ Hwy. Committee of C of C |
| ✓F. H. Guiton | Tillamook | " |
| ✓Verne Ayers | Newport | Mg. Ore. Coast Assn. |
| ✓Wesley ~~Wm.~~ Schulmerich | Tillamook R. | Jr. Co. Commr. |
| Mack [illegible] | Garibaldi | |

NOTED
H. B. GLAISYER

AGENDA
JAN 23 1957
D

January 8, 1957

Hon. O. E. Effenberger
County Judge, Tillamook County
Courthouse
Tillamook, Oregon

Dear Judge Effenberger:

This note is simply to confirm the appointment that I made for you today to discuss with the State Highway Commission at its next regular meeting the following projects: (1) proposed relocation of the Bay City-Garibaldi Section of US 101, (2) construction of a new bridge across the Tillamook River on the Netarts State Secondary Highway about one mile west of the city of Tillamook, and (3) further improvement of the Little Nestucca State Secondary Highway (Meda Route) by grading and surfacing.

The next regular meeting of the Highway Commission is scheduled to be held in Portland on Tuesday and Wednesday, January 22 and 23, 1957. Delegations will be heard on the second day, Wednesday January 23rd, on which day I have reserved for your convenience fifteen minutes of time, starting at 11:00 a.m. This meeting of the Highway Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

11:00 A M.
JAN. 23, 1957

D

1/8/57
3:00 P.M.

Judge Effenberger

11:00 AM on 23rd.

Location - Bay City - Garibaldi

1. favors one route

2.) bridge across Tillamook R on 2nd Hwy → Netts.-x Pac-City. Netarts route

3. Little Nestucca grad + surf.

→ need for new bridge on
1 mi above W of Till Netarts sec. Hy

ANSWERED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

ANSWERED
H. B. GLAISYER

REFERRED TO

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
DEC 28 1956
FOR FILING

F-129(10)

5776

11 [illegible] 2

**PACIFIC POWER & LIGHT COMPANY**
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

December 27, 1956

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. S. H. Probert
Office Engineer

Gentlemen:

We received the black line print of the reconnaissance survey for the proposed location of the Oregon Coast highway between Bay City and Garibaldi. Drawing No. 8B-3-8 and thank you for sending it.

Yours very truly,

A H Prael

A. H. Prael
Right of Way Agent

AHP:p

RECEIVED
DEC 28 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 14 1957
FOR FILING

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## STATE HIGHWAY COMMISSION MEETING

**Delegation** Roads & H wy. Committee of Tillamook Co. C of C re early construction of Bay City-Garibaldi Section of US101

**Date** 60 December 18, 1956

**Time** 11:30 a.m.

| Name | City or Town | Capacity |
|---|---|---|
| 6. Chas. A. Ross (spokesman) | Tillamook | Chrmn, Roads & Hwy. Committee, C of C |
| 1. Edwin Kiekhaefer (will introduce group) | " | Pres., C of C |
| Burford Wilkerson | " | Mgr., C of C |
| Hans Paulson | " | City Mgr., V. P. of C of C |
| Fred Guyton | " | Director & Member of Hwy. Committee |
| 4. Verne Ayers | Newport | Mgr., Oregon Coast Assn. |
| 5. O. E. Effenberger | Tillamook | County Judge |
| John Dillard | Nehalem | Observer |
| August Schollmeyer | Tillamook | Co. Comm. |
| 3. Walter R. Randolph | ~~Nehalem~~ Nehalem | Mayor |
| Earl Sweet | Tillamook | Director, Tillamook Co. C of C |
| Robert R. Gordon | " | V. P., C of C |
| A. F. Martin , M. D. | Rockaway | Lions Club |
| George E. Hodges | " | Pres., Cottage Owners Assn.<br>Public Relations, People's Utility Dis |
| J. C. Bell | Twin Rocks | Community Club |
| A. W. Middleton | Rockaway | City Council |
| Pat Graham | Manhattan | Restaurant owner |
| W. H. Walpole | Rockaway | Pres., Lion's Club, Chief of Police |
| Walter S. Ackley | Tillamook | Secy, Jr. C of C, Tillamook Co.<br>Sec., Insurance Agents Assn. |
| Larry McInerney | " | Jr. C of C |
| Sam Mammano | Rockaway | Owner Natatorium |
| Ted DuFrain | " | Real Estate and Insurance |
| John W. Harvey | " | Insurance and Theater owner |
| 2 - Gene Kelty | " | Mayor |

Tom Bailey — memb. Hwy Comm [illegible]

AGENDA
DEC 18 1956
D

December 10, 1956

Mr. Charles Ross, Chairman
Roads and Highway Committee
Tillamook Chamber of Commerce
c/o Sunset Garage
Tillamook, Oregon

Dear Mr. Ross:

In our telephone conversation a few moments ago you requested an appointment with the State Highway Commission at its next meeting to urge early construction of the Bay City-Garibaldi Section of US 101.

This note is simply to confirm the appointment that I made at that time which is the fifteen minute period, starting at 11:30 a. m. on Tuesday, December 18, 1956, being the second day of the Commission's next regularly scheduled meeting.

This meeting of the Commission will be held as usual in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

P.S. In our conversation you inquired as to the benefit quotient that this proposed improvement carries. I have checked the report that Mr. Williams rendered to the Commission at the meeting on November 8 and the benefit quotient is 2.98. This would indicate that the project is feasible.

HBG

11:30 AM
DEC 18, 1956

D

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DEC 7 1956
FOR FILING
[illegible]
2174

December 6, 1956

Honorable O. E. Effenberger
County Judge of Tillamook County
Tillamook, Oregon

Dear Judge Effenberger:

At the November Highway Commission meeting the Engineer's report on the Garibaldi-Bay City Section, Oregon Coast Highway, Tillamook County, was examined and accepted by the Commission.

The Electric Creek route was eliminated from further consideration, and copies of the report were ordered sent to the Tillamook County Court. We attach hereto three copies of a reconnaissance map showing the various routes, their lengths, and costs.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:AR me

Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

Revised 11/29/56

Oregon State Highway Department

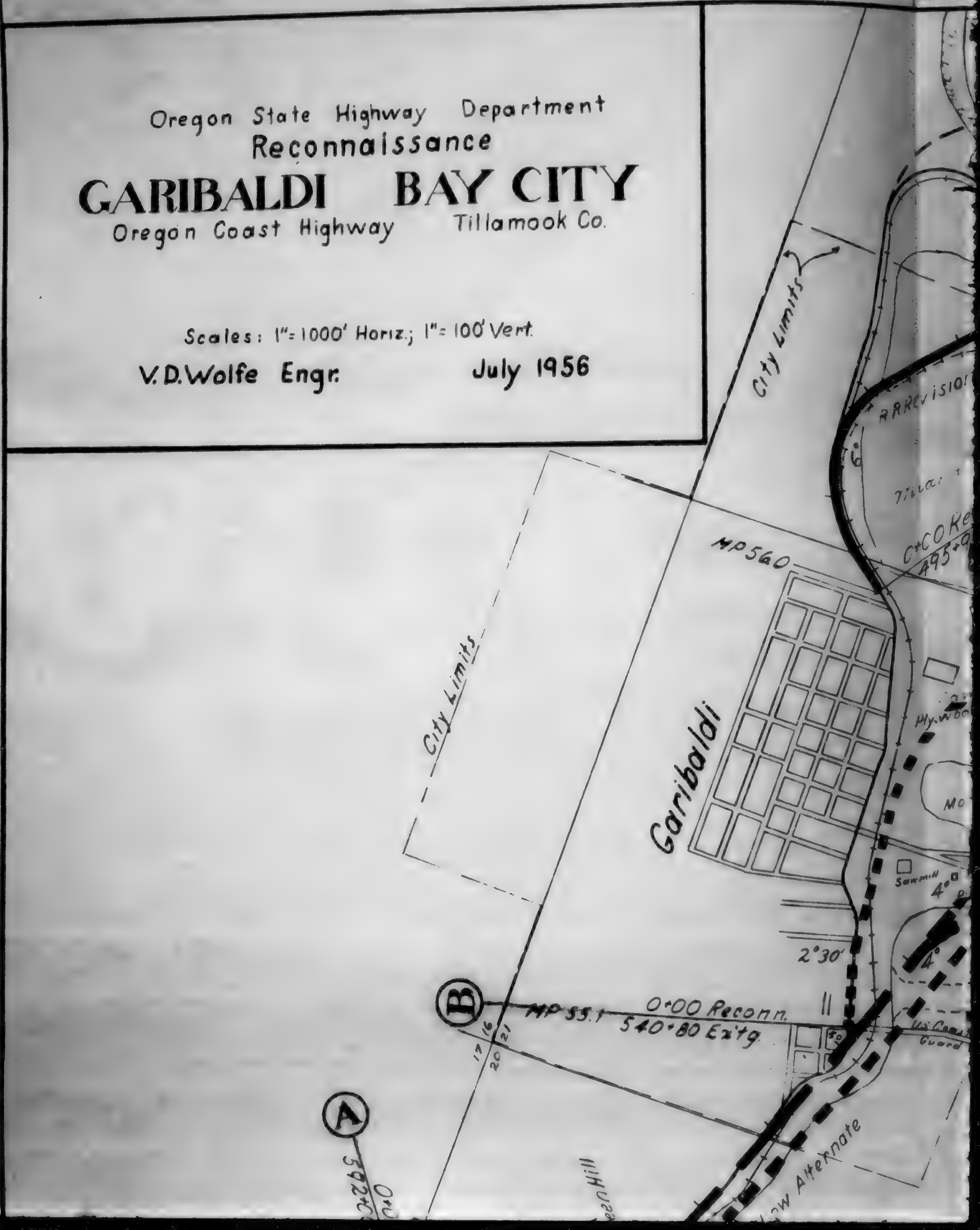
Reconnaissance

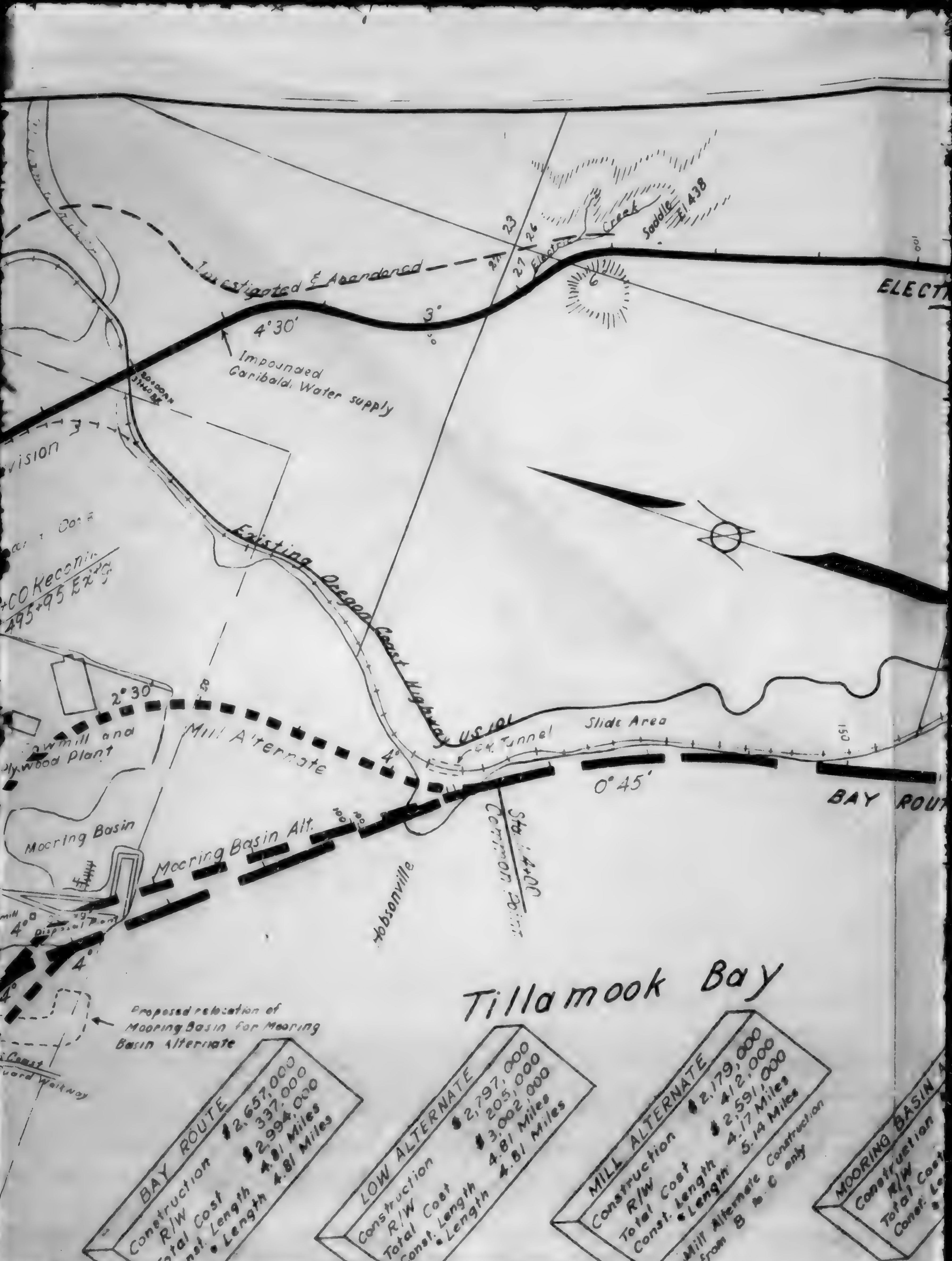
# GARIBALDI BAY CITY

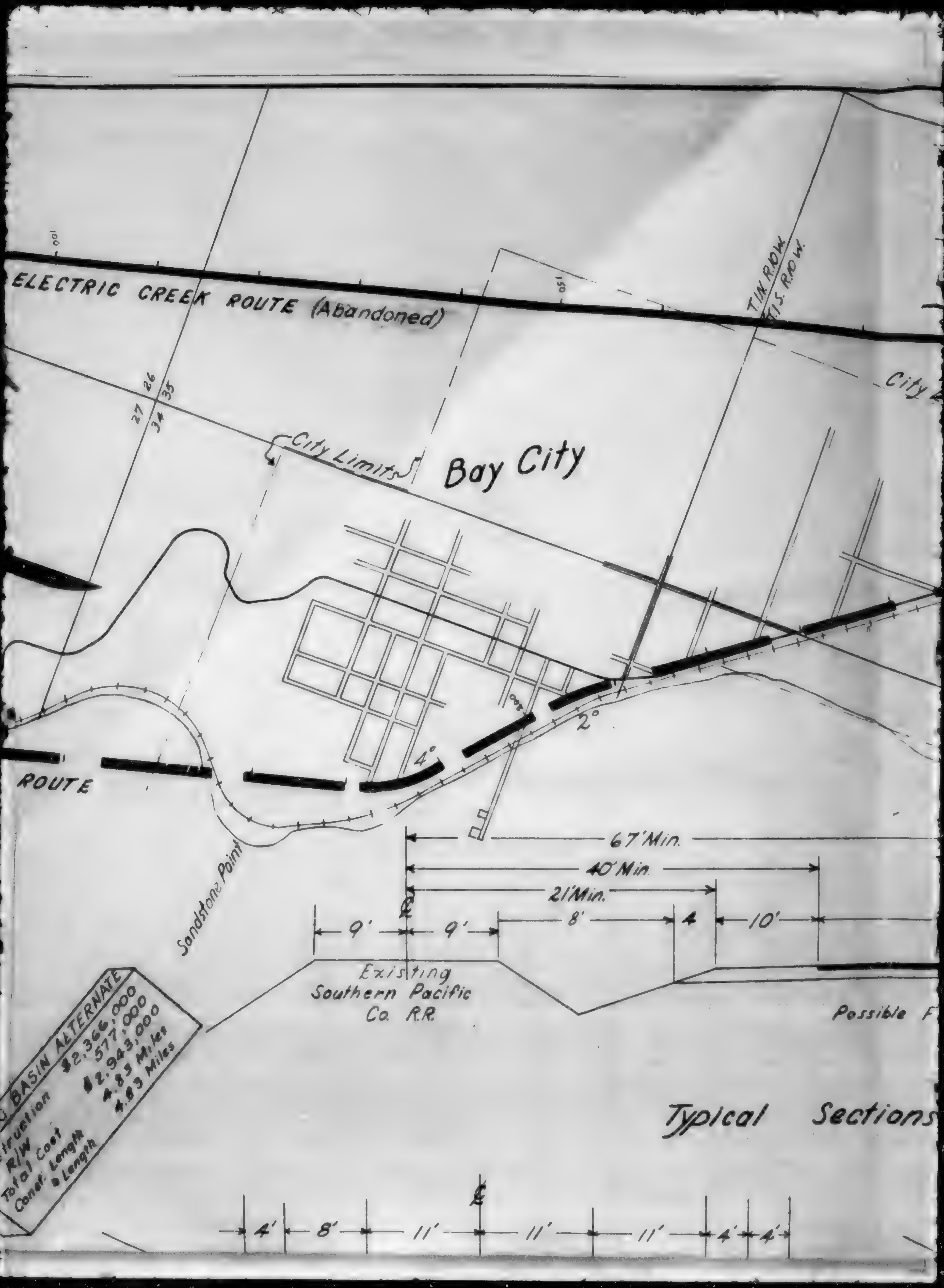
Oregon Coast Highway Tillamook Co.

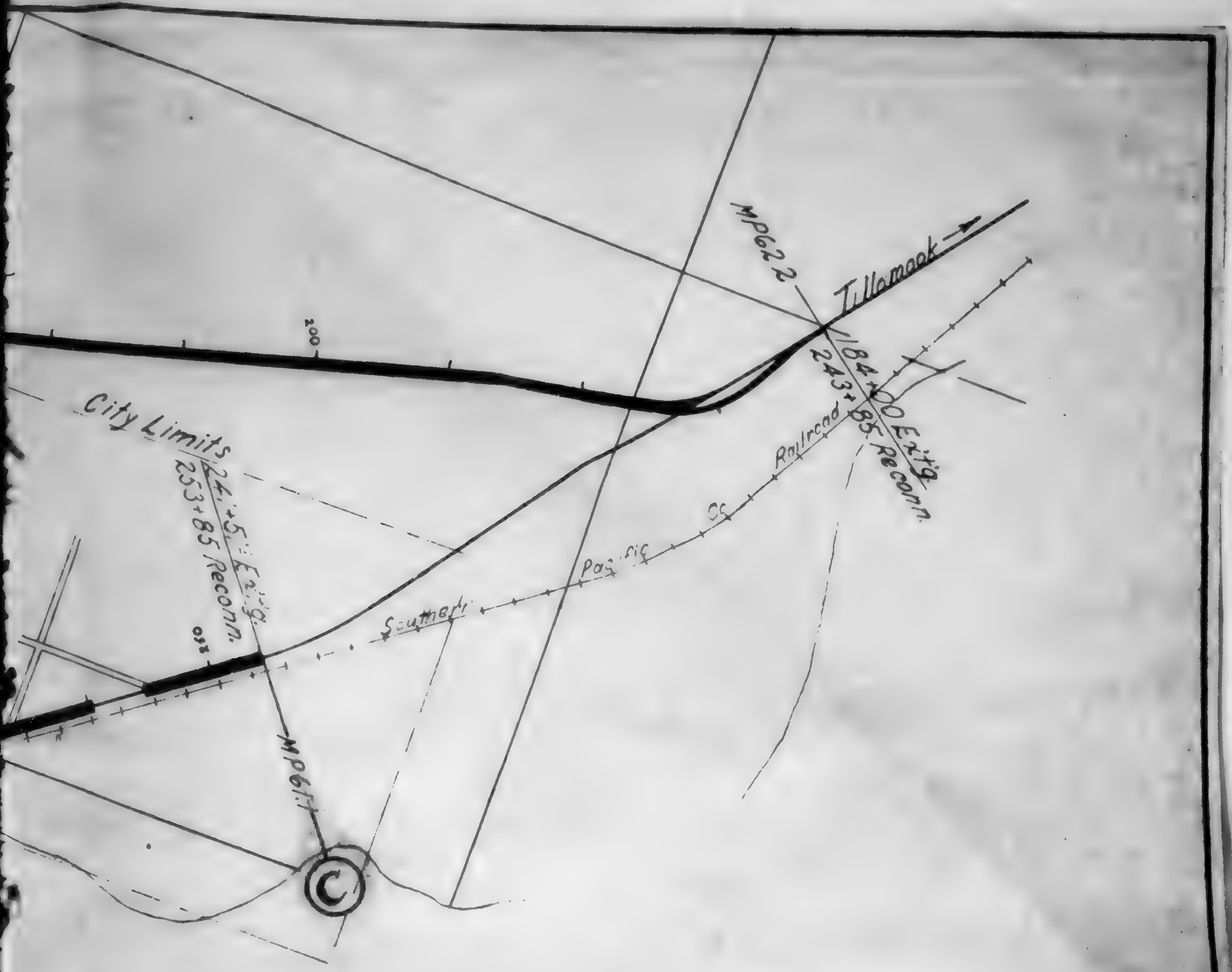
Scales: 1" = 1000' Horiz.; 1" = 100' Vert.

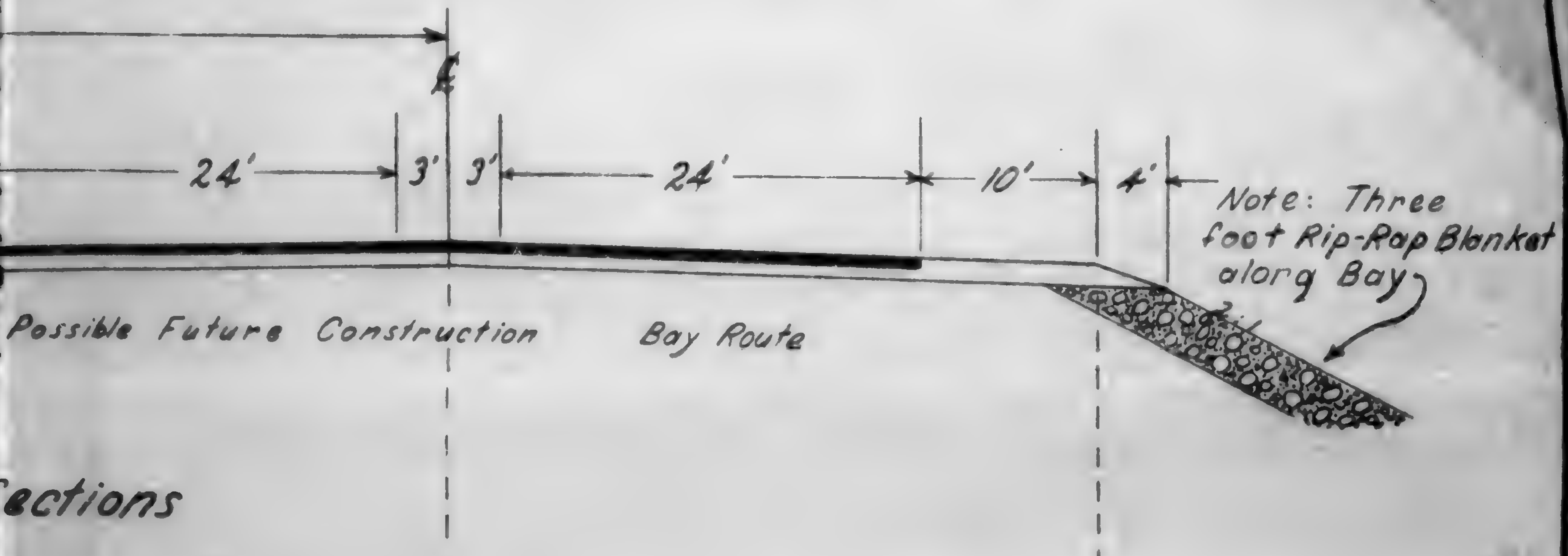
V. D. Wolfe Engr. July 1956


City Limits
City Limits
RR Revision
6°
Tilla
C+CO Re
495+9
MP 56.0
Garibaldi
Hy. Wo
Mo
Sawmill
4°
4°
2°30'
B
MP 55.1
0+00 Reconn.
540+80 Ex'tg
16
17
20
21
US Coast Guard
A
0+0
392+
Hill
Alternate

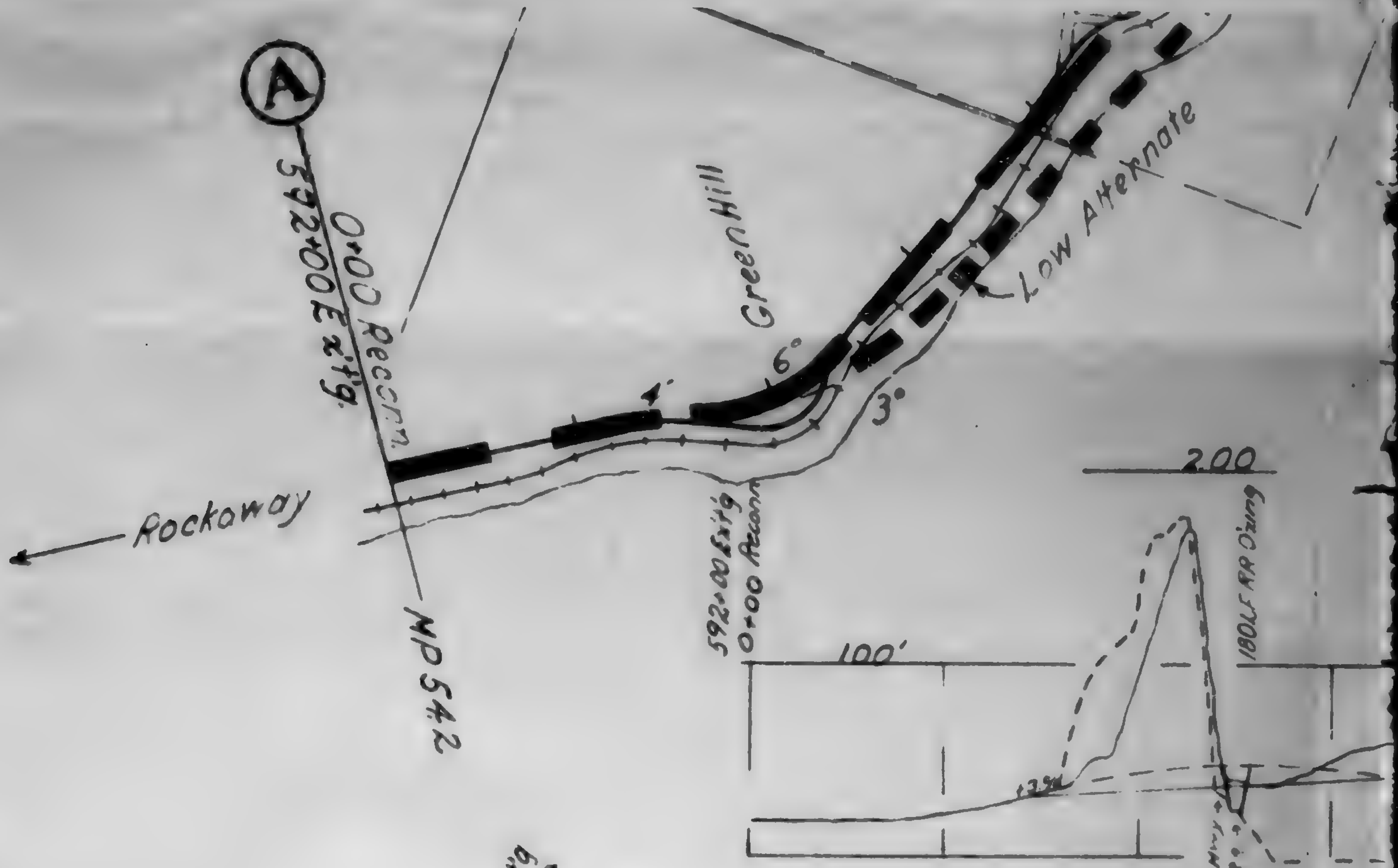

Investigated & Abandoned
Impounded Garibaldi Water supply
4°30'
3°
23
26
27
Electric Creek
Saddle
El. 438
6
ELECT
100
vision
+00 Keconn.
495+95 Ex'g
Existing Oregon Coast Highway
US 101
Tunnel
Slide Area
150
0°45'
BAY ROUT
2°30'
Sawmill and Plywood Plant
Mill Alternate
4°
Mooring Basin
Mooring Basin Alt.
Mooring Basin Alt.
4°
Disposal Plant
4°
4°
Hobsonville
Common Point Sta. 1+00
Proposed relocation of Mooring Basin for Mooring Basin Alternate
Coast Guard Walkway
Tillamook Bay
BAY ROUTE
Construction $2,657,000
R/W 337,000
Total Cost $2,994,000
Const. Length 4.81 Miles
* Length 4.81 Miles
LOW ALTERNATE
Construction $2,797,000
R/W 205,000
Total Cost $3,002,000
Const. Length 4.81 Miles
* Length 4.81 Miles
MILL ALTERNATE
Construction $2,179,000
R/W 412,000
Total Cost $2,591,000
Const. Length 4.17 Miles
* Length 5.14 Miles
Mill Alternate Construction from B to C only
MOORING BASIN A
Construction
R/W
Total Cost
Const. Le

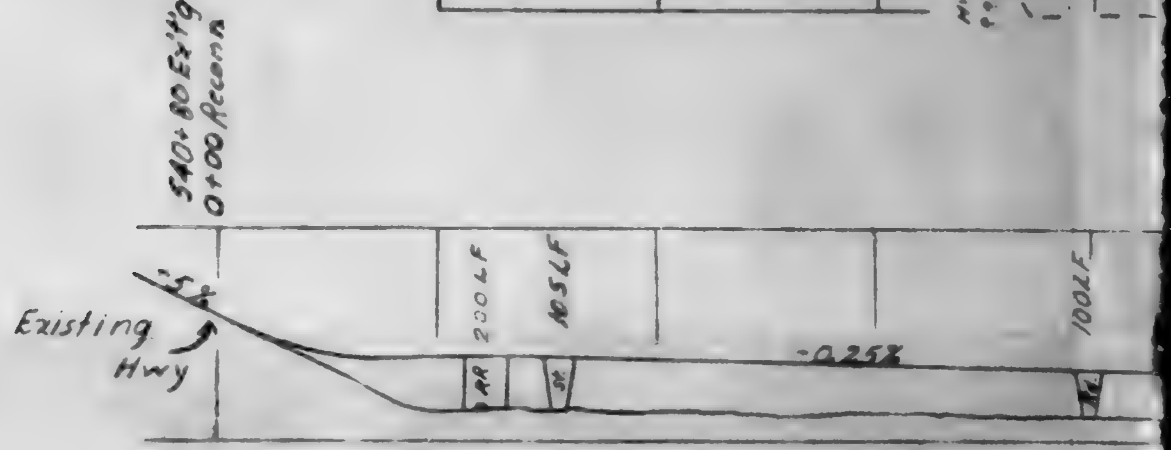

ELECTRIC CREEK ROUTE (Abandoned)
100
150
T.1N. R.10W.
T.1S. R.10W.
27
26
34
35
City Limits
City
Bay City
800
4°
2°
ROUTE
Sandstone Point
67' Min.
40' Min.
21' Min.
℄
9'
9'
8'
4
10'
Existing
Southern Pacific
Co. R.R.
Possible F
G. BASIN ALTERNATE
struction $2,366,000
R/W 577,000
Total Cost $2,943,000
Const. Length 4.83 Miles
Length 4.83 Miles
Typical Sections
℄
4'
8'
11'
11'
11'
4'
4'


Tillamook
MP 62.2
184+00 Ex't'g
243+85 Reconn.
City Limits
Ex't'g
253+85 Reconn.
200
250
Southern Pacific Co Railroad
MP 61.1
C

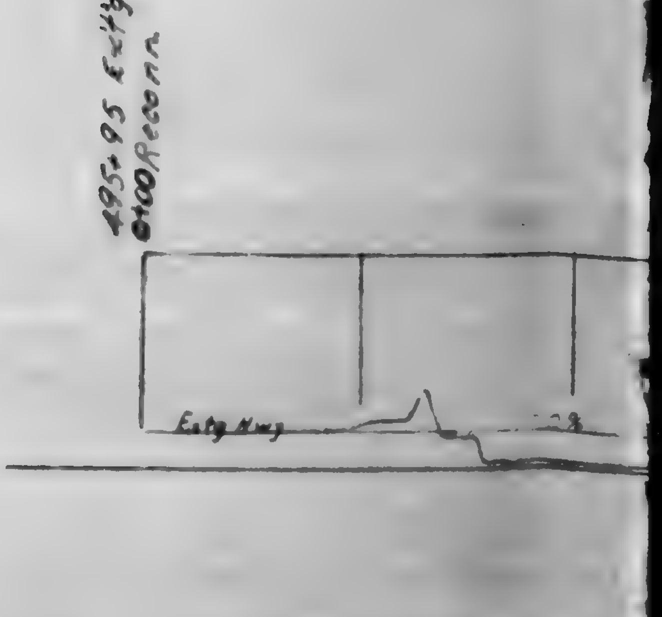

24'
3'
3'
24'
10'
4'
Note: Three foot Rip-Rap Blanket along Bay
Possible Future Construction
Bay Route
4'
8'
11'
11'
8'
4'

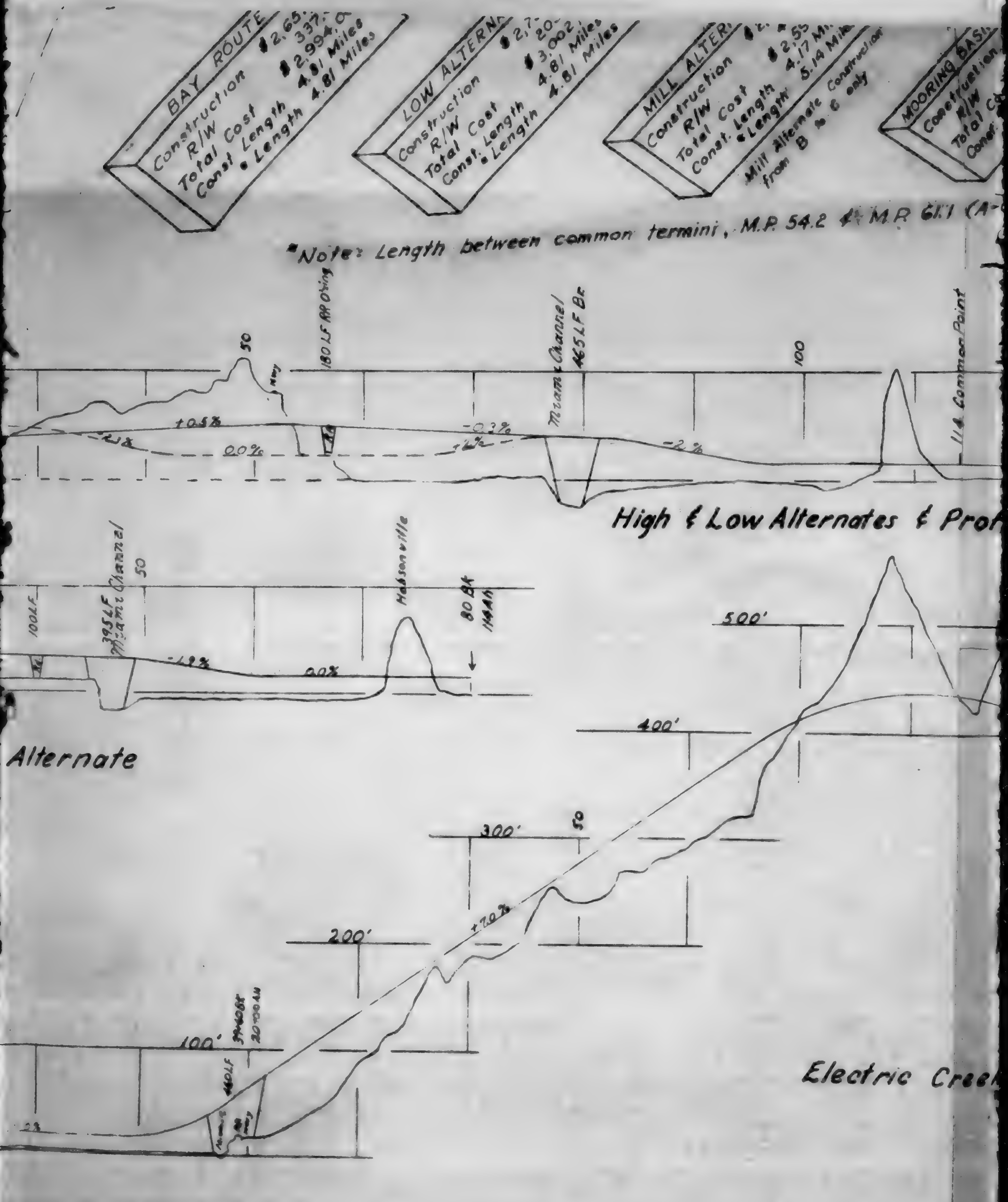
ections


A
0+00 Reconn.
592+00 Ex'tg.
Green Hill
Low Alternate
6°
3°
4°
Rockaway
MP 54.2
592+00 Ex'tg
0+00 Reconn
200
100'
180 LF RR O'xing
+3%
Hwy


540+80 Ex'tg
0+00 Reconn
-5%
Existing
Hwy
200 LF
105 LF
RR
-0.25%
100 LF

## Mill Alter


495+95 Ex'tg
0+00 Reconn
Extg Hwy
-.8



BAY ROUTE
Construction $2,65
R/W 337,
Total Cost $2,994,
Const. Length 4.81 Miles
* Length 4.81 Miles

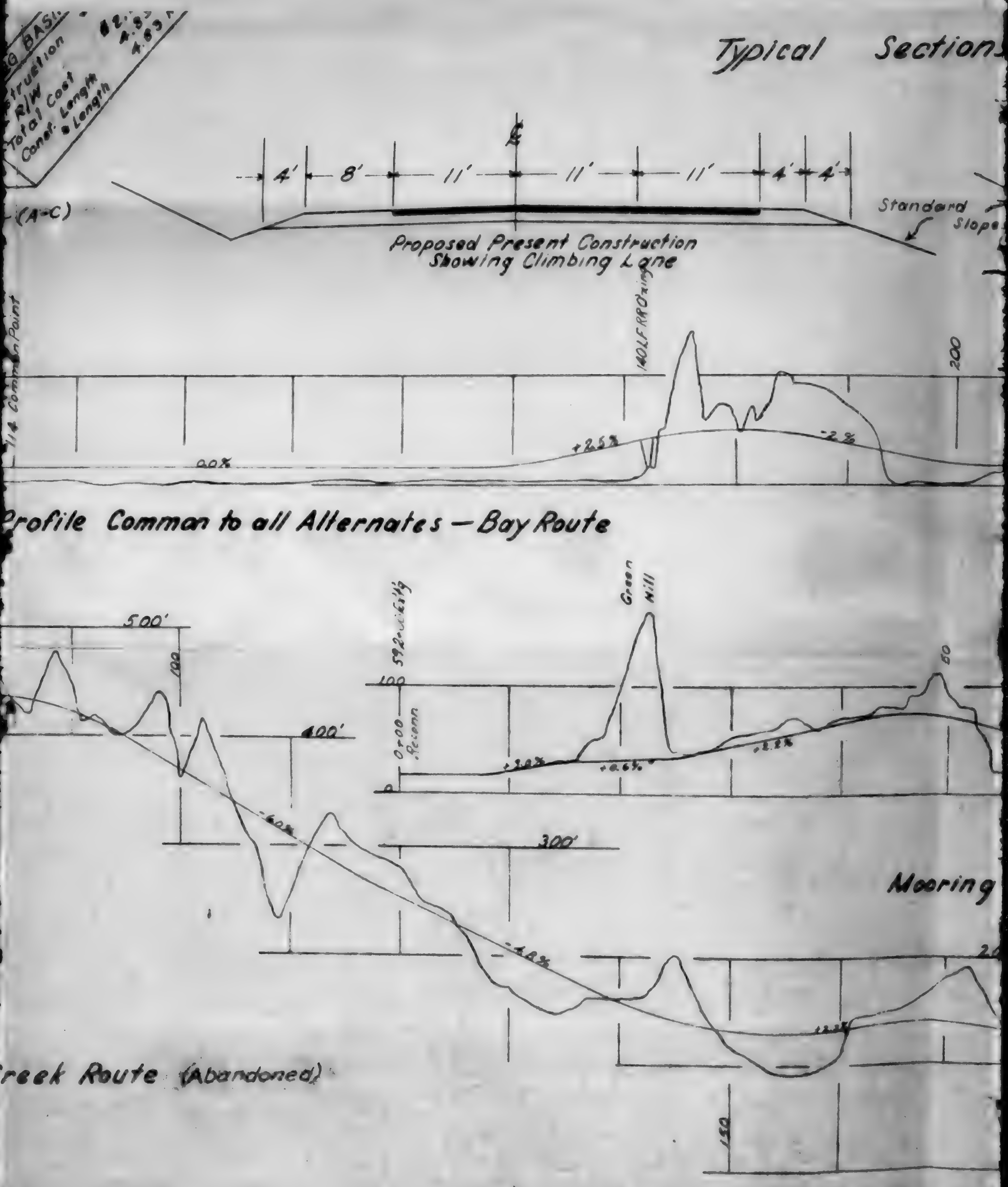
LOW ALTERN
Construction $2,7
R/W 20
Total Cost $3,002,
Const. Length 4.81 Miles
* Length 4.81 Miles

MILL ALTER
Construction $2,
R/W
Total Cost $2,55
Const. Length 4.17 Mi
* Length 5.14 Mil
Mill Alternate Construction from B to C only

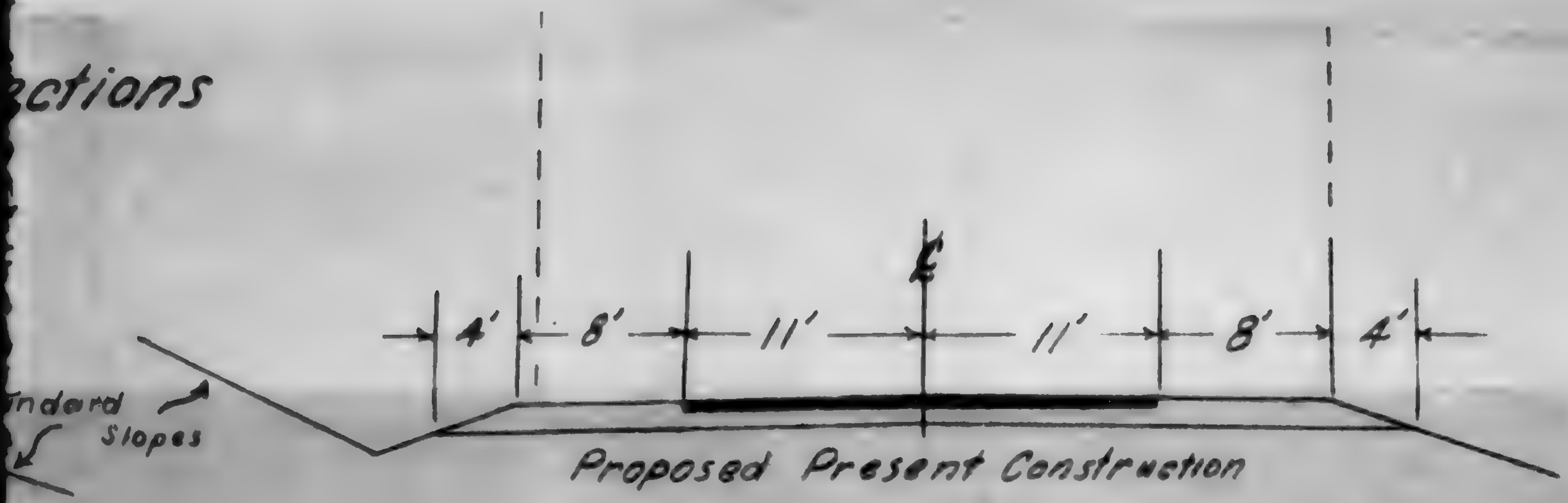
MOORING BAS
Construction
R/W
Total C
Const.

*Note: Length between common termini, M.P. 54.2 & M.P. 61.1 (A-

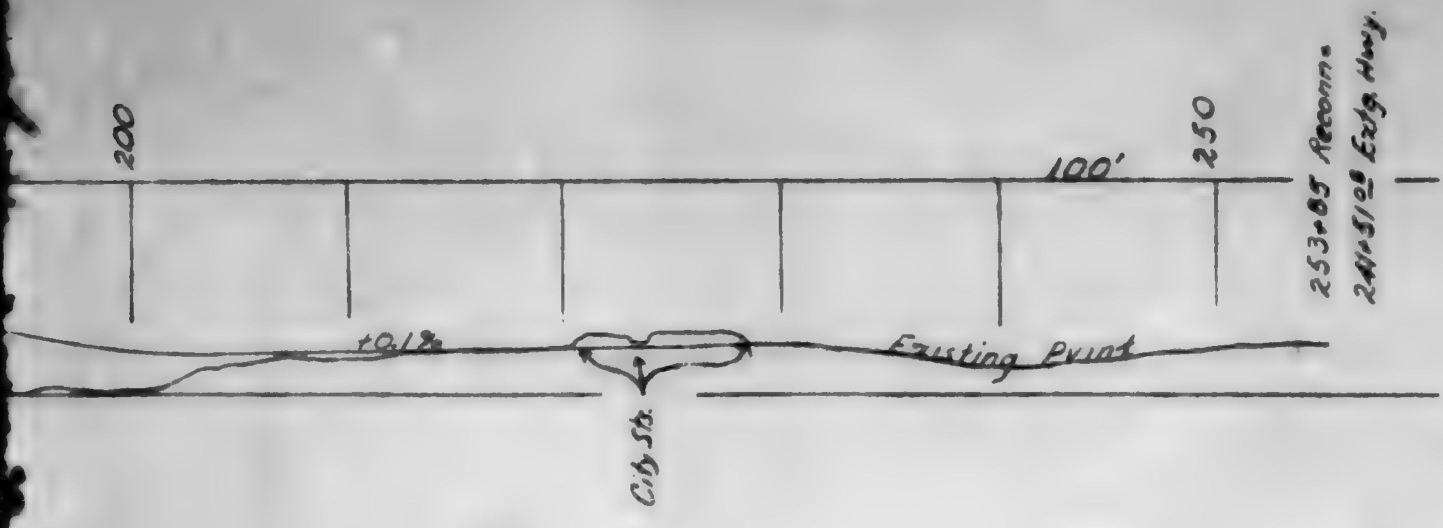
50
180 LF RR Xing
Hwy
Miami Channel
465 LF Br
100
114 Common Point
+0.5%
-2.2%
0.0%
-0.3%
+2%
-2%
High & Low Alternates & Prof
100 LF
395 LF Miami Channel
50
-1.9%
0.0%
Hobsonville
80 Bk
114 Ah
Alternate
500'
400'
300'
50
200'
+7.0%
100'
440 LF
39+00 Bk
20+00 Ah
Hwy
Electric Creel

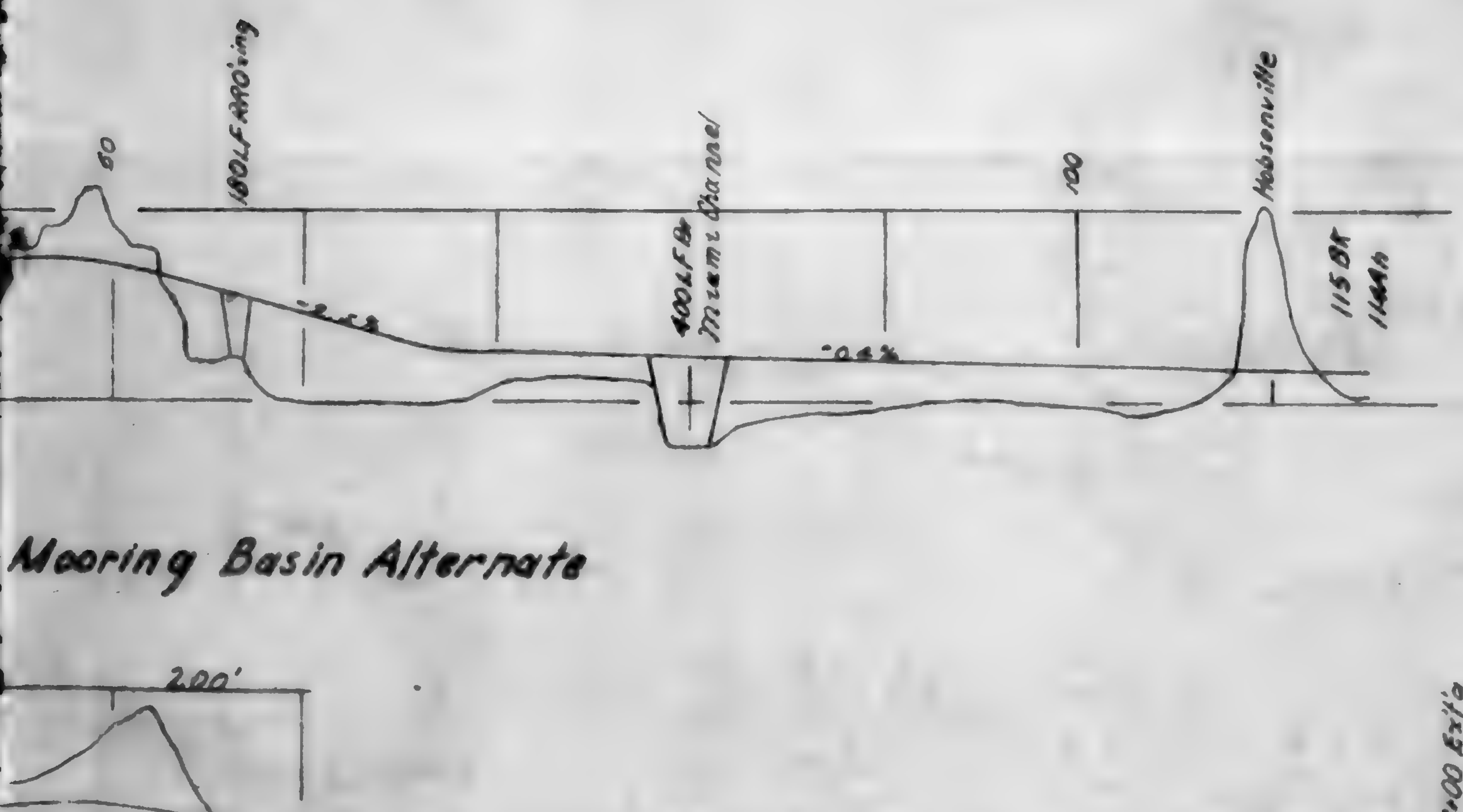

Typical Sections
G BASI
struction
R/W
Total Cost
Const. Length
Length
(A-C)
4'
8'
11'
11'
11'
4'
4'
Standard
Slope
Proposed Present Construction
Showing Climbing Lane
114 Common Point
140 LF RR Oxing
0.0%
+2.5%
-2%
200
Profile Comman to all Alternates — Bay Route
Green Hill
59.2 ovick'g
0+00 Acionn
100
0
+3.0%
+6.6%
+2.2%
50
500'
400'
300'
100
-6.0%
-7.0%
Mooring
20
+2.3%
150
Creek Route (Abandoned)

## ctions

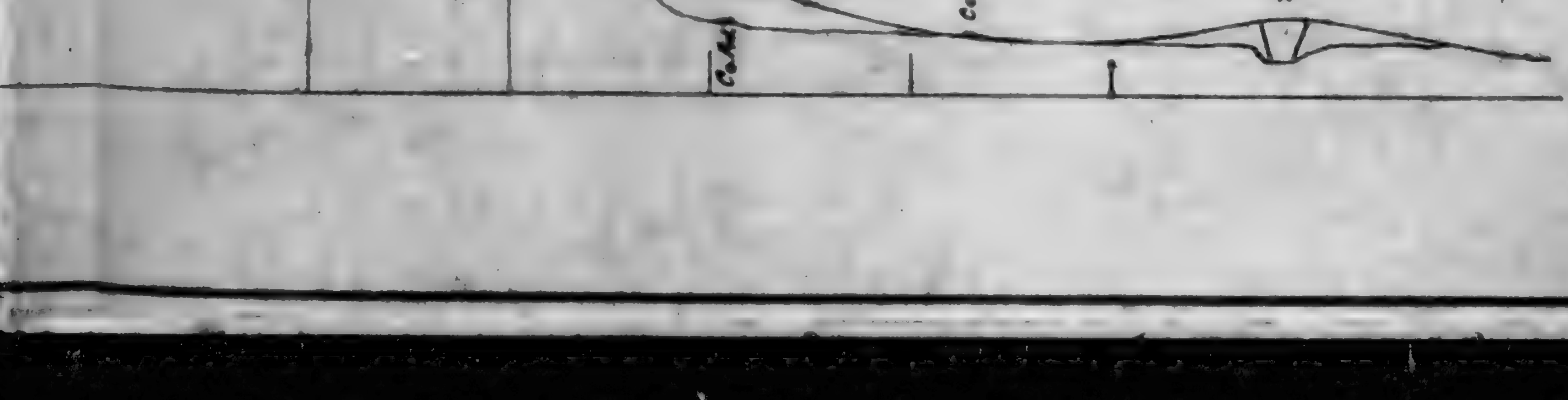

4'
8'
11'
11'
8'
4'
ndard
Slopes

Proposed Present Construction


200
100'
250
253+85 Reconn.
241+51.08 Extg. Hwy.
+0.1%
Existing Point
City St.


80
180 LF RRO'ing
400 LF Br Miami Channel
100
Hobsonville
-2.5%
-0.4%
115 Br
11 Min

## Mooring Basin Alternate


200'
200
100'
184+00 Ext'g
243+85 Reconn.
Co. Rd.
-2.8%
Co. Rd.
Co. Rd.
315 LF Br

RECEIVED
OCT 8 1956
FOR FILING

October 4, 1956

Oregon State Highway Commission:

Gentlemen:

In accordance with instructions issued by the Highway Commission in December, 1955, we have completed a reconnaissance between Garibaldi and Bay City on the Oregon Coast Highway in Tillamook County. A copy of the report of the Reconnaissance Engineer is attached.

You will note that two general routes were investigated which are identified as the Electric Creek Route and the Bay Route. Several alternates on the northerly end of the Bay Route are also included in the report. It is my recommendation that the Electric Creek Route be eliminated from further consideration due to several elements, the principal ones being rise and fall, maximum grade, curvature, degrees of central angle, length, and the further fact that part of the construction would be through an area of quite unstable ground. This route would also conflict with the Garibaldi water supply. For these reasons it would appear that the Bay Route, or one of its alternates, would be the proper one. An economic analysis indicates that the Bay Route would have a benefit quotient of 2.98 which indicates that the project is feasible.

The project is quite costly, the estimate being in excess of $620,000 a mile, and, as no money is available at this time for construction, a re-evaluation of the possible alternates would be in order at some future time when the project is programmed.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

FC:me fn

# RECONNAISSANCE REPORT

## GARIBALDI - BAY CITY SECTION
## OREGON COAST HIGHWAY, TILLAMOOK COUNTY
## July 1956

In accordance with instructions received and authority granted, a reconnaissance survey has been made on the Garibaldi-Bay City Section of the Oregon Coast Highway. The purpose of this survey was to investigate a route for improvement of this section to current standards of horizontal and vertical alignment; it was subsequently enlarged under instructions to include all possible routes.

The existing highway through this section is of very low standards through much of its length. It passes over two active slide areas, and for this reason relocation on or near the present highway was not considered feasible.

Two main routes were investigated. One, with its various alternates, would begin north of Green Hill, cross the mouth of Miami Cove to the point at Hobsonville, follow along the shoreline to Sandstone Point, thence to the existing highway in the southern area of Bay City.

The second route would begin at the easterly end of the Garibaldi business district, cross Miami Cove to the mouth of Electric Creek, follow up Electric Creek to the summit, continue, on a long tangent, to an intersection with the existing highway 0.6 mile south of Bay City.

## BAY ROUTE

The so-called Bay Route would begin north of Green Hill at highway Station 592+00, M. P. 54.2, approximately 0.6 mile north of the Garibaldi city limits, utilizing the existing tangent immediately south of Barview. It would then follow the existing highway for 0.2 mile to Green Hill, turning slightly right through a 4° curve and reversing through the point of Green Hill on a 6° curve. (The material from Green Hill is needed to make the embankment in the north portion of the bay and in so doing a 14°54' curve around this point is eliminated.) The route then continues on a tangent, following approximately the existing highway, to the outskirts of Garibaldi where it crosses over the U. S. Coast Guard walkway (to their dock) and the S. P. Company railroad, then turning right through a 4° curve it continues on a tangent crossing the channel with an opening type structure. (This structure to have 40 feet clear above mean lower low water to provide fishing fleet passage without opening.) Continuing on to Hobsonville Point (which is daylighted to furnish embankment material) the route then again turns to the right through a 0° 45' curve to follow approximately the shoreline of the bay (outside the railroad) to Sandstone Point, where it again separates with the railroad and cuts through the Point. (It was decided to daylight Sandstone Point for necessary material in lieu of moving the line further into the hill in order to miss existing culture.) The route then turns left through a 4° curve and right through a 2° curve to tie into the existing highway at M. P. 60.6. It then follows the existing highway to M. P. 61.1, its southern terminus.

On this route and its alternates, a 3-foot (normal to the slope) blanket of large rock was estimated where necessary. Portions of Green Hill appeared to be material suitable for this use; however, it was the considered opinion of Lloyd Woolfe, Chief Geologist, that this was an erroneous assumption so costs are based on use of the quarry east of Garibaldi. Should the Green Hill material be suitable, a considerable saving would be realized. Further study is recommended.

## LOW ALTERNATE

The so-called Low Alternate begins at the same point and is common with the Bay Route to Green Hill. It then holds more to the right, climbing to overpass the railroad and then dropping down to approximately parallel the railroad grade and continues on to again become common with the Bay Route from a point opposite the mooring basin to its southern terminus. It has against it one-half mile of embankment slopes exposed to the full fury of "sou'westers". This alternate has in its favor a 3° curve replacement of the 6° curve at Green Hill.

## MOORING BASIN ALTERNATE

The so-called Mooring Basin Alternate is common with the Bay Route through its length with the exception of the Miami Cove crossing area. Through this area the route would pass through the existing mooring basin facilities. This leaves an area outside the route for reconstruction of these facilities. Moving the mooring basin outside the route places the route inside the major water traffic making possible a much lower bridge and fill. The structure would still have to be an opening type but present water traffic would require opening only about once every four to six weeks for tug and barge.

Reaction to the moving of the mooring basin was not investigated for obvious reasons. An appraisal was made by the Right of Way Division, however. It is the considered opinion of this engineer that a very satisfactory mooring basin could be reconstructed.

## MILL ALTERNATE

The so-called Mill Alternate begins at the Coast Guard Station (M. P. 55.1) in the westerly portion of Garibaldi. The route bears to the right of the existing highway for approximately 300 feet, then curves slightly to the right through a 2° 30' curve (the grade being held up), crosses over the railroad (on a very flat skew angle), follows approximately parallel to it, overcrossing the street to the mooring basin, and on to the mill property where it curves sharply to the right through a 2° 30' curve (the grade still being held up) to overcross a mill property haul road, then crossing the Miami channel on a low level structure. (This structure would still have to be an opening type, but openings would be rare.) The route would continue to curve, then on a short tangent and a 4° curve left would become common with the Bay Route at Hobsonville and remain common with it to its southern terminus.

This route, due to the necessary high grade line, makes a satisfactory connection for southbound Garibaldi originated traffic a rather dubious prospect. This, plus extensive right of way damage, leads this engineer to the belief that opposition by the people of Garibaldi would no doubt be strong. It must further be pointed out that this alternate, although showing a smaller construction cost, does nothing to improve the existing alignment west or north of the Garibaldi business district.

## ELECTRIC CREEK ROUTE

This route begins at the east or south end of the Garibaldi business district (M. P. 56.0) curving sharply to the right through a 6° curve, revising the railroad alignment to be carried alongside. One structure would be used to bridge the Miami River, existing railroad and existing highway. This would permit the use of the existing railroad as a storage or spur facility. From this crossing at the mouth of Electric Creek the route climbs on a 7% grade for 5000 feet, following up the canyon on a high fill to avoid cutting into the very precipitous and unstable side slopes. Electric Creek would be carried in an underground conduit for approximately 4800 feet. Adequate drainage of this canyon is of considerable magnitude but is not without precedent. A further complication is the destruction of one of the Garibaldi water supplies, together with its new impounding dam; replacement cost of which has been estimated and included. From the summit the route on one long tangent would fall on 2000 feet of 6% grade, 2600 feet of 4.8% grade, roll over a small rise and fall on a 3% grade to the flat, continuing on to tie into the existing highway at M.P. 62.2, 0.6 mile south of the south city limits of Bay City.

In the opinion of Lloyd Woolfe, Chief Geologist, after a field inspection, a very considerable amount of difficulty should be anticipated in holding even 2:1 slopes in the summit cut (130 feet) and any cuts in the Electric Creek drainage. It is therefore recommended that, should this route be looked upon with favor, a very exhaustive soils study be made.

Also, it is again pointed out that this route includes no improvement of the existing alignment from Garibaldi to north of Green Hill, as does the Bay Route.

It is further pointed out that an estimated 500,000 cubic yards of excavation is necessary to replace the 14°54' curve with a 6° curve at Green Hill. This material is utilized in the Bay Route, Low Alternate and Mooring Basin Alternate. If the Mill Alternate is chosen, the necessary 500,000 cubic yards of borrow could be acquired from Green Hill. If the Electric Creek Route is chosen, the eventual disposal of the Green Hill material would pose a considerable problem.

A fixed structure clearance of 60 feet above mean lower low water has been requested by the Army Engineers. If the decision should be made to use a fixed structure, it can be accomplished on the Bay Route satisfactorily for an additional $180,000 and on the Low Route for an additional $275,000.

An estimate was figured using hydraulic embankment, but with prices furnished to us additional cost ruled it out.

Supporting data is attached.

Victor D Wolfe

V. D. Wolfe
Acting Reconnaissance Engineer

Attach.

## GARIBALDI - BAY CITY

### Comparison-Costs and Physical Characteristics

| Item | Bay Route | Low Alternate | Mill Alternate | Mooring Basin Alternate | Electric Creek Route | Existing Highway |
|---|---|---|---|---|---|---|
| Total Cost | 2,994,000 | 3,002,000 | 2,591,000 | 2,943,000 | 3,071,000 | |
| Comparative Length | 5.90 | 5.90 | 6.23 | 5.92 | 6.80 | 8.05 |
| Construction Length | 4.81 | 4.81 | 4.17 | 4.83 | 4.98 | |
| Rise & Fall | 172 | 204 | 238 | 209 | 1063 | 753 |
| Maximum Grade | 2.5% | 2.5% | 5% | 2.5% | 7% | 6% |
| Length Maximum Grade | 800' | 1400' | 600' | 600' | 5000' | 1200' |
| Length 5% or over | | | 600 | | 7050 | 7000 |
| Length 3% or over | | | 1050 | | 13,850 | 10,000 |
| Number of Curves | 7 | 7 | 13 | 7 | 15 | 45 |
| Maximum Curve | 6° | 4° | 20° | 6° | 20° | 38° |
| Number Maximum Curves | 1 | 2 | 1 | 1 | 4 | 5 |
| No.Curves over 10° | 0 | 0 | 3 | 0 | 7 | 29 |
| Total Central Angle | 183° | 167° | 459° | 189° | 621° | 1949° |
| Maximum Central Angle | 45° | 37° | 100° | 45° | 92° | 143° |
| Saving in Length | 2.15 Mi. | 2.15 | 1.82 | 2.13 | 1.25 | |

| ITEMS | UNIT PRICE | BAY ROUTE | LOW ALTERNATE | MILL ALTERNATE | MOORING BASIN ALTERNATE |
|---|---|---|---|---|---|
| Clearing & Grubbing | Lump Sum | $ 20,000 | $ 16,000 | $ 15,000 | $ 19,000 |
| General Excavation | (0.50 Yd. | 368,750 | 162,500 | | 368,750 |
| | (0.45 Yd. | 239,625 | 239,625 | 245,250 | 245,250 |
| Borrow Excavation | (0.45 Yd. | | 315,000 | | |
| | (0.40 Yd. | 220,500 | 220,500 | 341,000 | 184,500 |
| Short Overhaul | 0.01 Yd.Sta. | 71,375 | 47,000 | 30,750 | 68,250 |
| Long Overhaul | 0.40 C-Yd.Sta. | 131,000 | 52,500 | 51,000 | 146,000 |
| Truck Haul on Borrow | 0.12 Yd. Mi. | 72,000 | 129,000 | 126,000 | 57,000 |
| Finish. Roadbed & Slopes | 750.00 Mile | 3,480 | 3,480 | 3,100 | 3,595 |
| Rounding Cutbanks | 0.15 Lin.Ft. | 3,040 | 1,910 | 1,650 | 2,850 |
| 18" Conc. Culvert | 3.50 Lin.Ft. | 3,085 | 2,630 | 2,630 | 2,630 |
| 24" " " | 4.50 Lin. Ft. | 1,240 | 1,240 | 1,240 | 1,240 |
| 36" " " | 7.75 Lin. Ft. | 1,670 | 1,670 | 1,670 | 1,670 |
| Class "A" Concrete | 55.00 Yd. | 12,600 | 12,600 | 12,600 | 12,600 |
| Metal Reinf. | 0.14 Lb. | 5,210 | 5,210 | 5,210 | 5,210 |
| Surfacing & Paving | (62,625.00 Mile | 261,150 | 261,150 | 219,820 | 262,400 |
| | (34,515.00 " | 16,220 | 16,220 | 16,220 | 16,220 |
| Sight Posts | 2.50 Each | 320 | 340 | 305 | 260 |
| Guard Rail | 4.00 Lin.Ft. | 83,000 | 91,000 | 47,000 | 58,000 |
| Riprap | 2.50 Yd. | 165,940 | 217,500 | 114,375 | 97,185 |
| Structures | | 534,480 | 534,480 | 581,000 | 419,000 |
| Subtotal Construction | | $2,214,685 | $2,331,555 | $1,815,820 | $1,971,610 |
| Engineering & Contingencies | | 442,315 | 465,445 | 363,180 | 394,390 |
| Total Construction | | $2,657,000 | $2,797,000 | $2,179,000 | $2,366,000 |
| Right of Way | | 337,000 | 205,000 | 412,000 | 577,000 |
| TOTAL COST | | $2,994,000 | $3,002,000 | $2,591,000 | $2,943,000 |

## ELECTRIC CREEK ROUTE

| | UNIT PRICE | AMOUNT |
|---|---|---|
| Clearing & Grubbing | Lump Sum | $ 15,000 |
| General Excavation | 0.45 Yd. | 1,012,500 |
| SOH | 0.01 Yd.Sta | 56,250 |
| LOH | 0.40 C-Yd.Sta. | 100,000 |
| Finish Roadbed & Slopes | 750.00 Mile | 3,735 |
| Round. Cutbanks | 0.15 Lin.Ft. | 3,000 |
| Surfacing & Paving | 62,625 Mile | 151,550 |
| | 81,295 " | 166,655 |
| | 99,590 " | 37,845 |
| Drainage & Stabilization | 5,000 Mile | 24,900 |
| Riprap | 2.50 Yd. | 46,875 |
| RR Relocation | 25.00 Lin.Ft. | 100,000 |
| Structures | Various | 495,100 |
| Special Drainage - up Electric Creek | | 200,000 |
| | | $2,413,410 |
| Engineering & Contingencies | | 482,590 |
| Total | | $2,896,000 |
| Right of Way | | 175,000 |
| TOTAL | | $3,071,000 |

## BREAKDOWN BY SECTIONS

| Item | Unit Price | Bay Rte. to Miami Cove.Br. | Low Alt. to Miami Cove Br. | Miami Cove Br. to Com.Pt. | Com.Pt. to So. End | Mill Alt. to Com. Pt. | Mooring Basin Alt. to Com.Pt. |
|---|---|---|---|---|---|---|---|
| Clearing & Grubbing | Lump Sum | 5,000 | 1,000 | 1,000 | 14,000 | 1,000 | 5,000 |
| General Excavation | 0.50 Yd. | 368,750 | 162,500 | -- | -- | -- | 368,750 |
|  | 0.45 Yd. | -- | -- | 50,625 | 189,000 | 56,250 | 56,250 |
| Borrow Excavation | 0.45 Yd. | -- | 315,000 | -- | -- | -- | -- |
|  | 0.40 Yd. | -- | -- | 129,500 | 91,000 | 250,000 | 93,500 |
| Short Overhaul | 0.01 Yd.Sta. | 40,625 | 16,250 | -- | 30,750 | -- | 37,500 |
| Long Overhaul | 0.40 C-Y.St. | 80,000 | 1,500 | -- | 51,000 | -- | 95,000 |
| Tr.Haul on Borrow | 0.12 Yd.Mi. | -- | 57,000 | 58,500 | 13,500 | 112,500 | 43,500 |
| Finish Rdbd & Slopes | 750.00 Mi. | 1,050 | 1,050 | 470 | 1,960 | 1,140 | 1,635 |
| Round. Cutbanks | 0.15 Lin.F. | 1,390 | 260 | 190 | 1,460 | 190 | 1,390 |
| 18" Conc. Culvert | 3.50 Lin.F. | 455 | -- | -- | 2,630 | -- | -- |
| 24" " " | 4.50 Lin.F. | -- | -- | -- | 1,240 | -- | -- |
| 36" " " | 7.75 Lin.F. | -- | -- | -- | 1,670 | -- | -- |
| Class "A" Conc. | 55.00 Yd. | -- | -- | -- | 12,600 | -- | -- |
| Metal Reinf. | 0.14 Lb. | -- | -- | -- | 5,210 | -- | -- |
| Surfacing & Paving | 34,515 Mi. | -- | -- | -- | 16,220 | -- | -- |
| " " | 62,625 Mi. | 87,675 | 87,675 | 39,455 | 134,020 | 85,800 | 128,380 |
| Sight Posts | 2.50 Ea. | 80 | 100 | 60 | 180 | 125 | 80 |
| Guard Rail | 4.00 Lin.F. | 23,000 | 31,000 | 25,000 | 35,000 | 12,000 | 23,000 |
| Riprap | 2.50 Yd. | 29,690 | 81,250 | 68,750 | 67,500 | 46,875 | 29,685 |
| Structures | Various | 51,480 | 51,480 | 441,000 | 42,000 | 539,000 | 377,000 |
| Subtotal Construction |  | $689,195 | $806,065 | $814,550 | $ 710,940 | $1,104,880 | $1,260,670 |
| Engineering & Contingencies |  | 137,805 | 160,935 | 162,450 | 142,060 | 221,120 | 252,330 |
| Construction Total |  | $827,000 | $967,000 | $977,000 | $ 853,000 | $1,326,000 | $1,513,000 |
| Right of Way |  | 132,000 | -- | -- | 205,000 | 207,000 | 372,000 |
| TOTAL COST |  | $959,000 | $967,000 | $977,000 | $1,058,000 | $1,533,000 | $1,855,000 |

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

GARIBALDI - BAY CITY SECTION
OREGON COAST HIGHWAY

| Section | Length Miles | Savings Miles | R/W and Construction Costs | Annual Costs | Annual Benefits | Benefit Quotient |
|---|---|---|---|---|---|---|
| Present Highway | 8.05 | | | | | |
| Electric Creek Route | 6.80 | 1.25 | $3,071,000 | $ 166,571 | $ 196,714 | 1.18 |
| Bay Route | 5.90 | 2.15 | $2,994,000 | $ 161,457 | $ 480,054 | 2.98 |

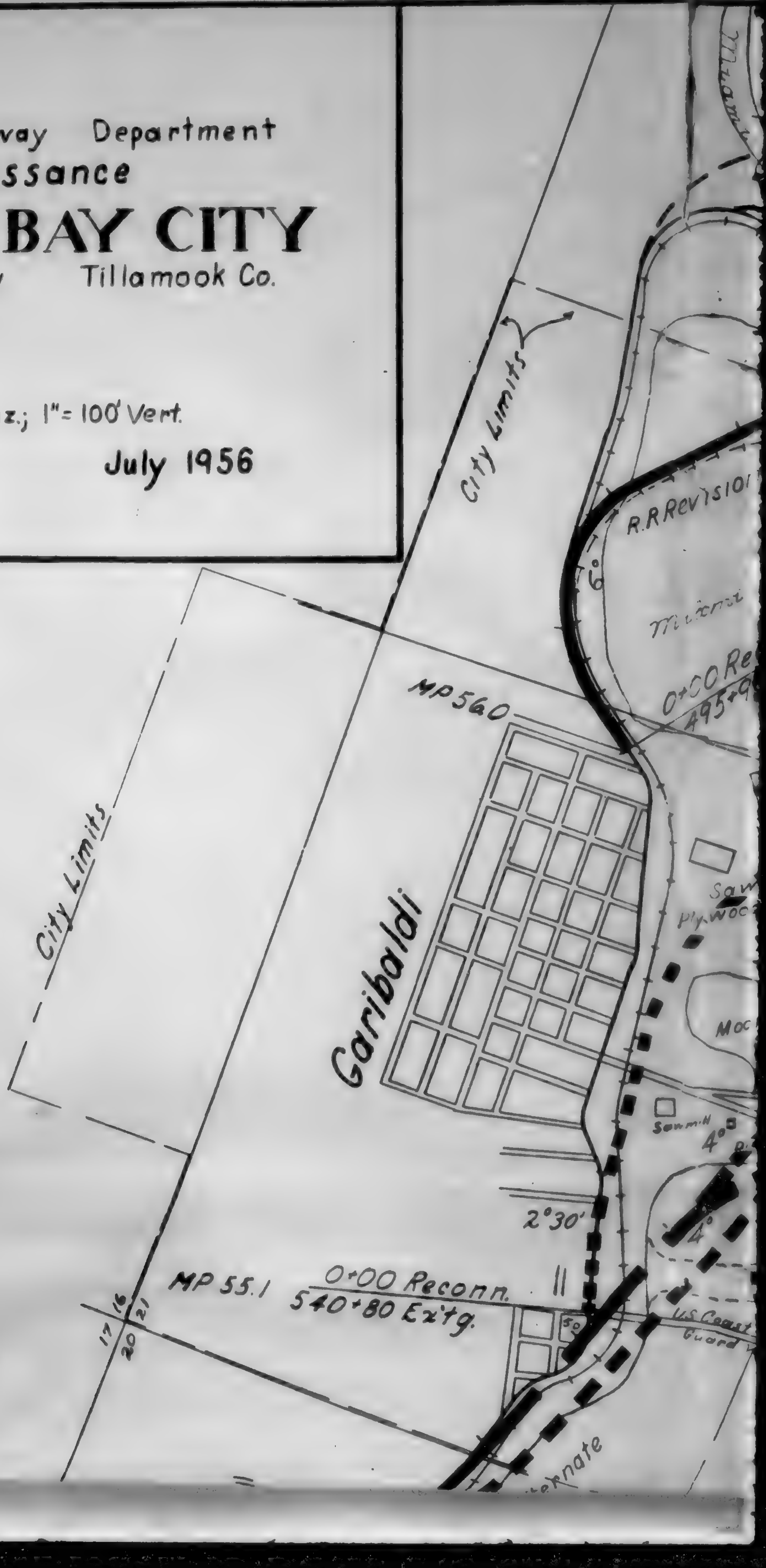
Oregon State Highway Department
Reconnaissance

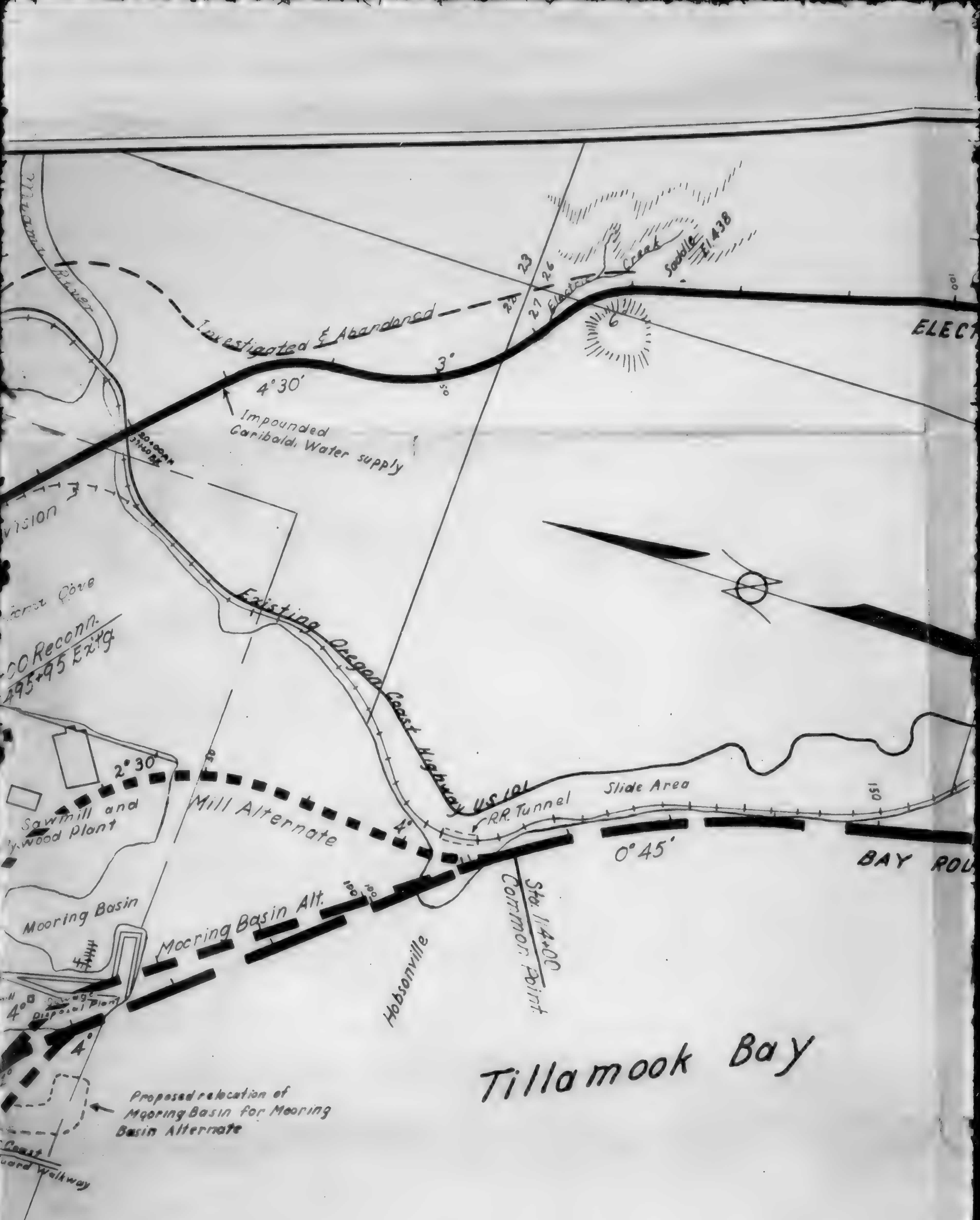
# GARIBALDI BAY CITY

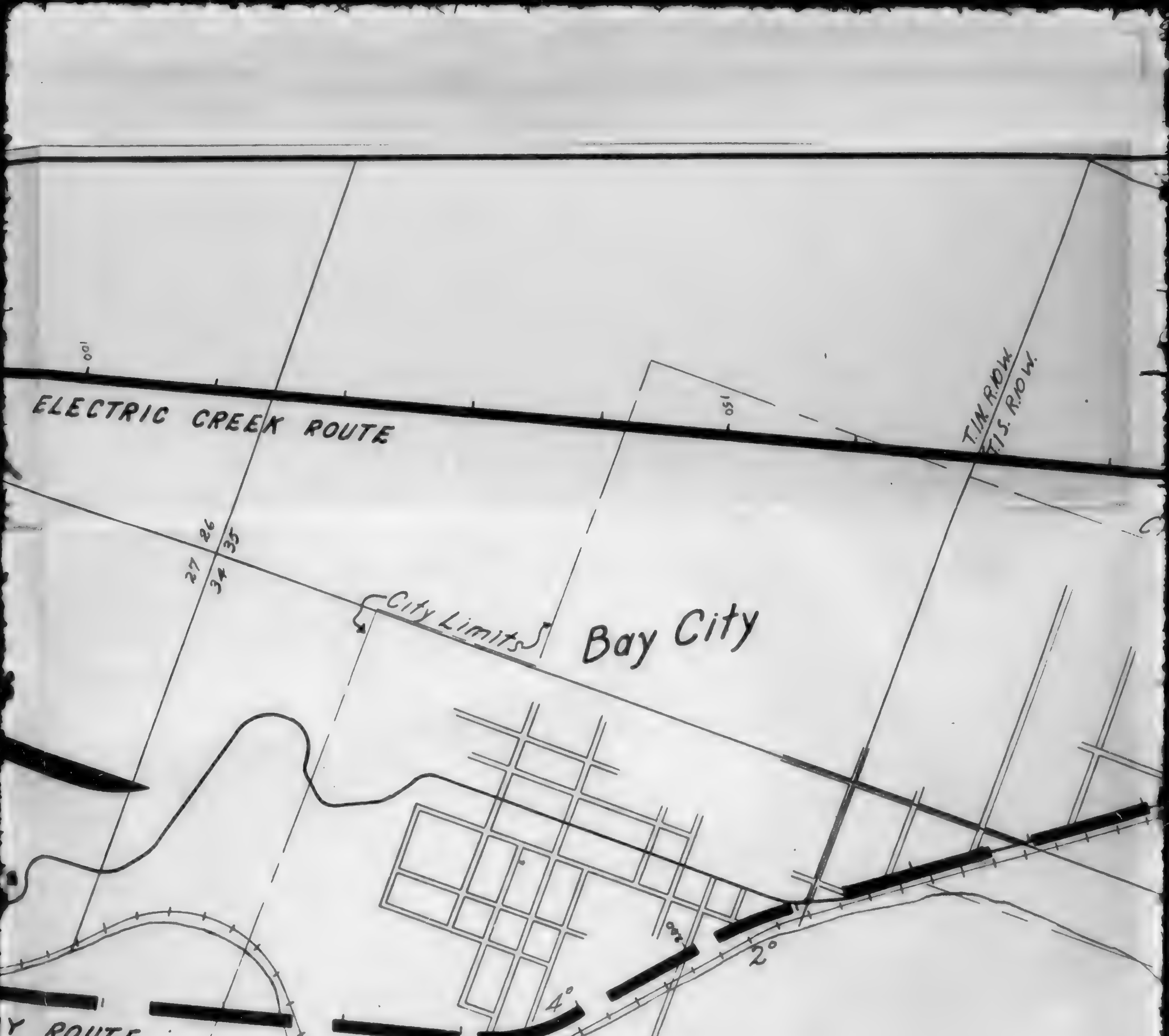
Oregon Coast Highway Tillamook Co.

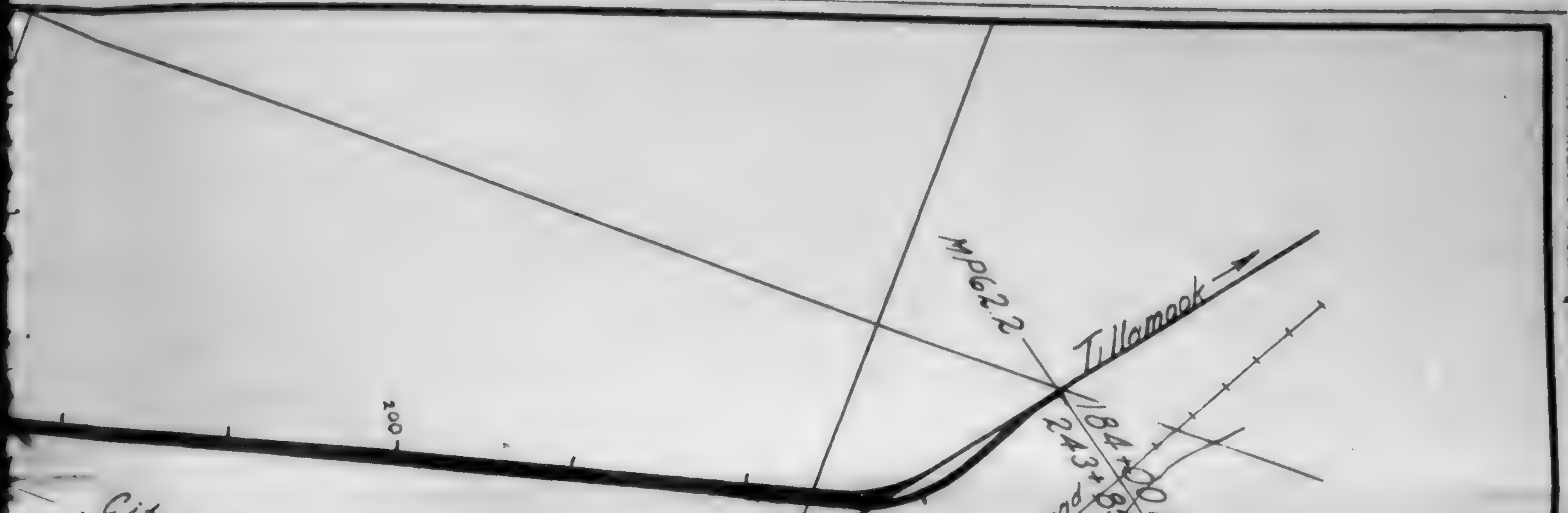
Scales: 1"=1000' Horiz.; 1"=100' Vert.

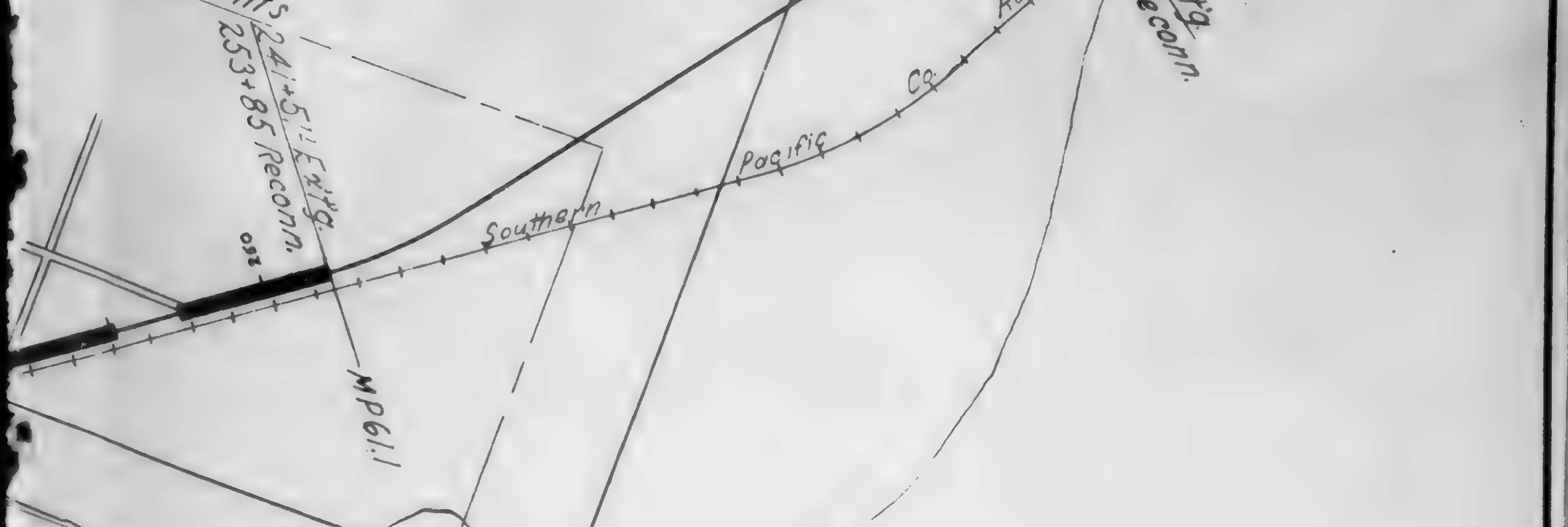
V. D. Wolfe Engr. July 1956


City Limits
R.R Revision
6°
0+00 Re
495+9
MP 56.0
City Limits
Garibaldi
Saw
Plywood
Sawmill
4°
4°
2°30'
MP 55.1
0+00 Reconn.
540+80 Ex'tg.
17
16
21
20
US Coast Guard
ternate

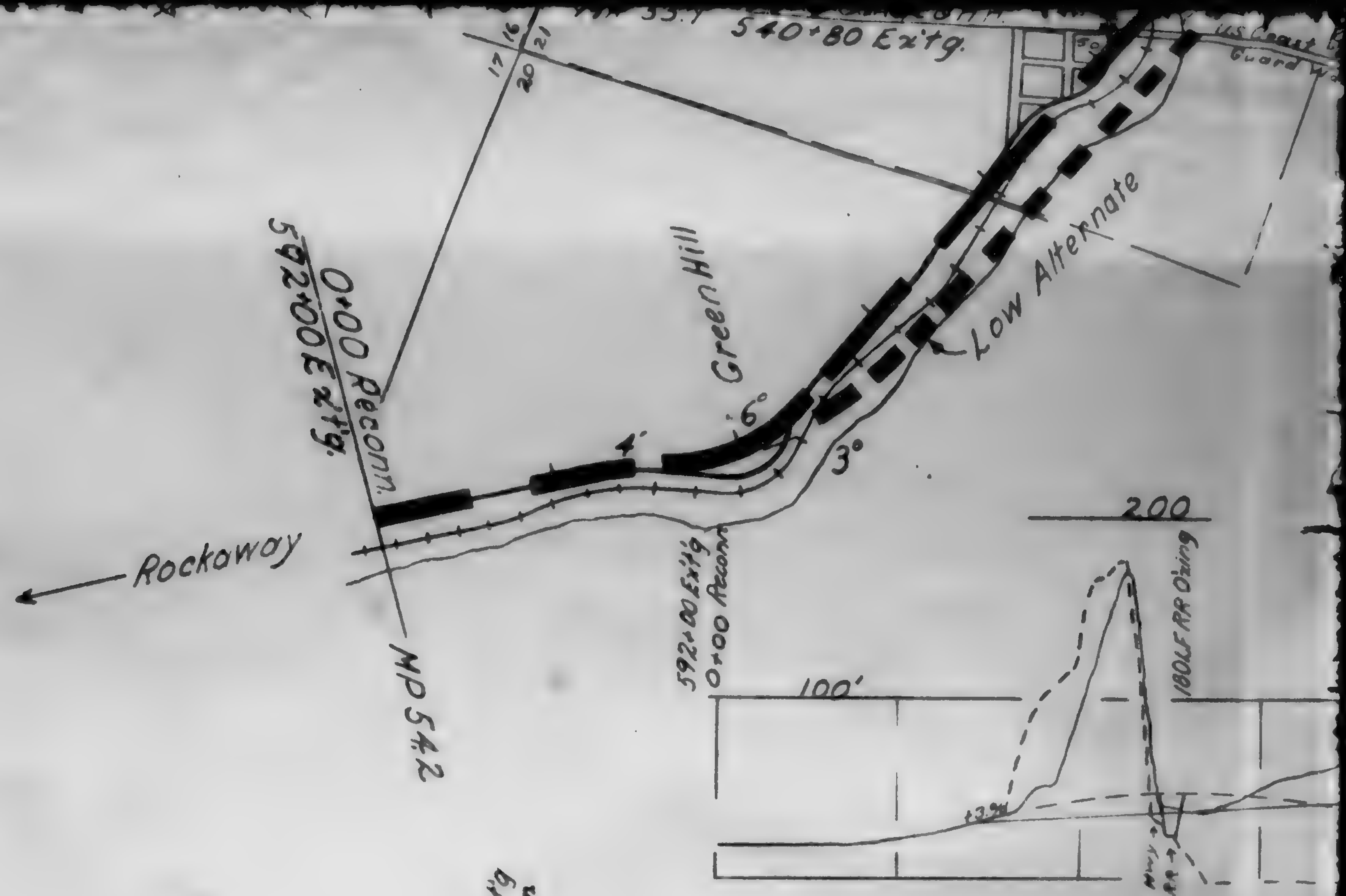

Miami River
Investigated & Abandoned
4°30'
3°
Impounded Garibaldi Water supply
20+00 AH
31+40 BK
23
26
27
28
Electric Creek
Saddle
El. 438
6
100
ELEC
vision
Cove
00 Reconn.
495+95 Exitg
Existing Oregon Coast Highway US 101
R.R. Tunnel
Slide Area
150
2°30'
Sawmill and
ywood Plant
Mill Alternate
4°
0°45'
BAY ROU
Mooring Basin
Mooring Basin Alt.
100
100
Sewage Disposal Plant
4°
4°
Hobsonville
Sta. 114+00
Common Point
Tillamook Bay
Proposed relocation of Mooring Basin for Mooring Basin Alternate
Coast
uard Walkway

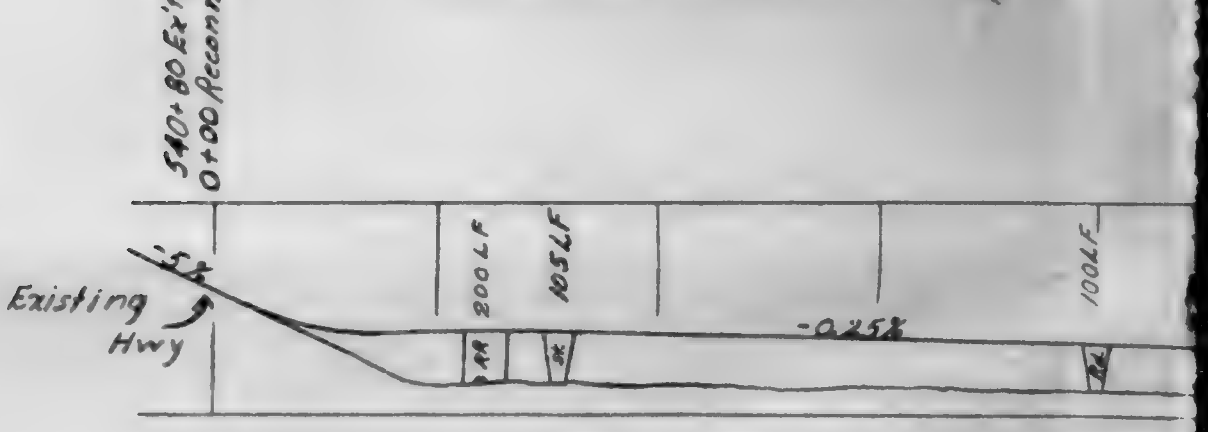

ELECTRIC CREEK ROUTE
100
150
T.1N. R.10W.
T.1S. R.10W.
27
26
34
35
City Limits
Bay City
200
2°
4°
Y ROUTE
Sandstone Point
67' Min.
40' Min.
21' Min.
9'
9'
8'
4
10'
Existing
Southern Pacific
Co. R.R.
Possible
Typical Sectio


MP62.2
Tillamook
184+00 Ex'tg
243+85 Reconn.
Southern Pacific Co. Railroad
City Limits
241+51 Ex'tg
253+85 Reconn.
200
250
MP61.1

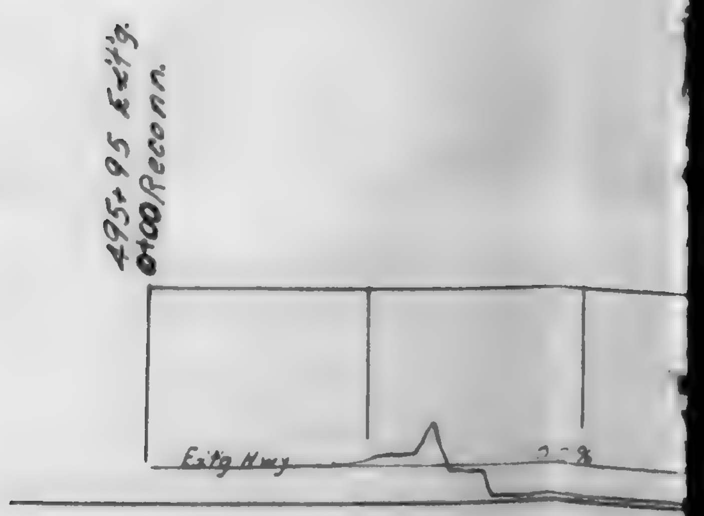

℄
24'
3'
3'
24'
10'
4'
Note: Three foot Rip-Rap Blanket along Bay
2:1
Possible Future Construction
Bay Route
℄

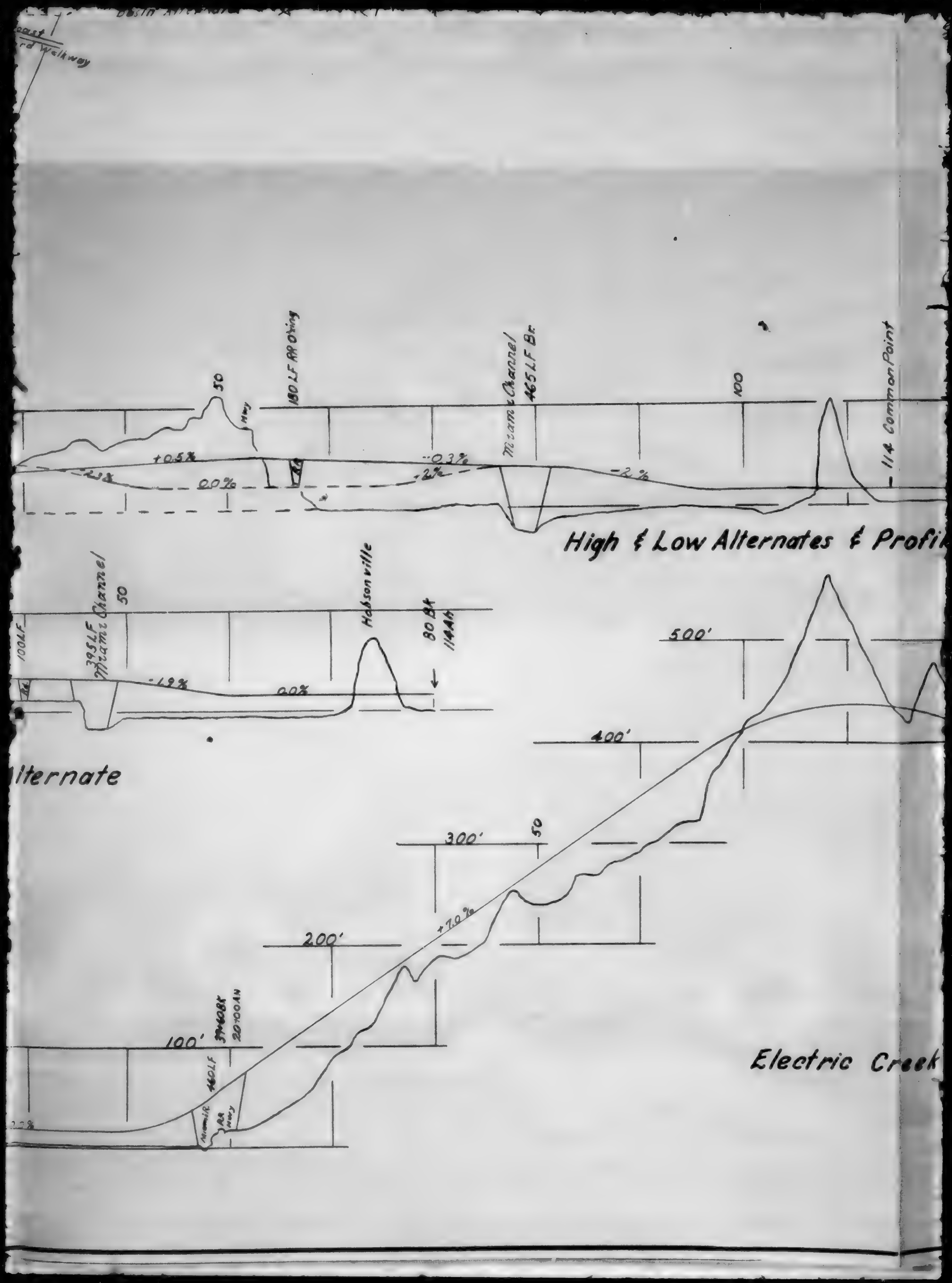
ections


540+80 Ex'tg.
17
16
21
20
US Coast Guard
0+00 Reconn.
592+00 Ex'tg.
Green Hill
Low Alternate
6°
4°
3°
Rockaway
MP 54.2
592+00 Ex'tg
0+00 Reconn
200
100'
180LF RR O'xing
+3.9%
Hwy
RR


540+80 Ex'tg
0+00 Reconn
-5%
Existing Hwy
200LF
105LF
100LF
-0.25%
RR

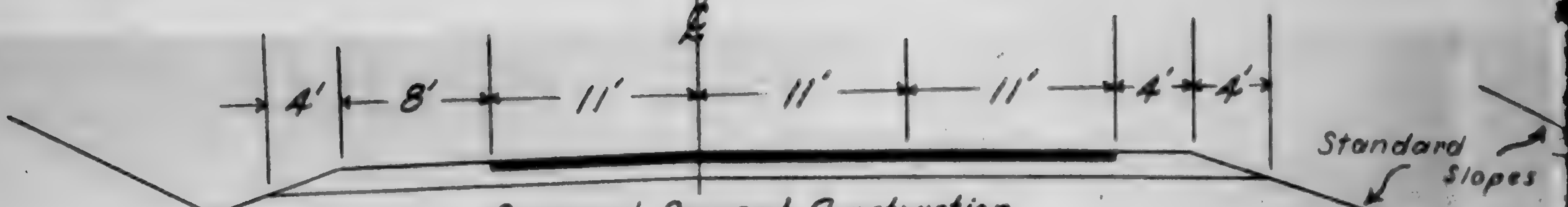
Mill Alter


495+95 Ex'tg.
0+00 Reconn.
Ex'tg Hwy

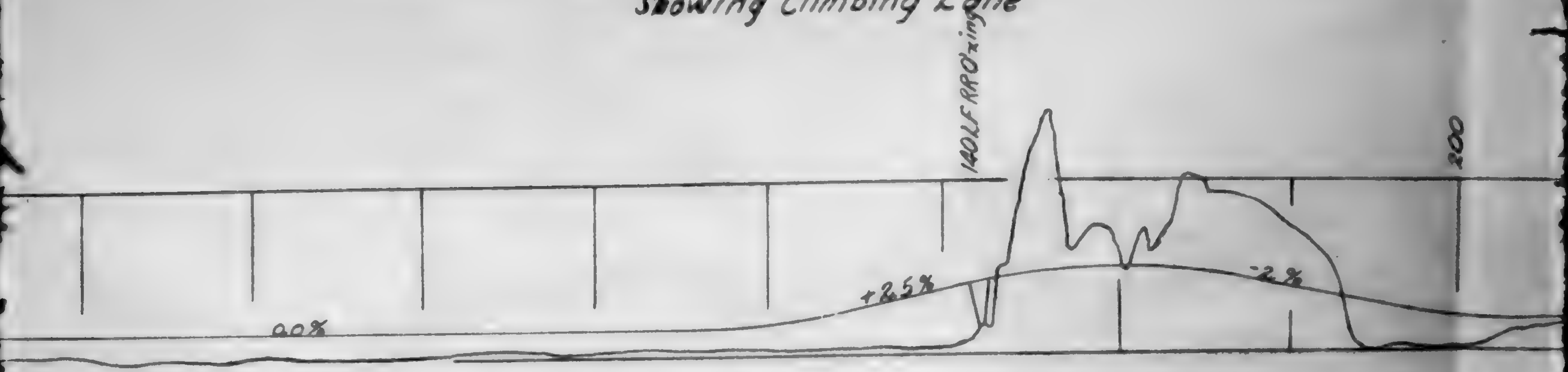


oast
rd Walkway
50
Hwy
180 LF RR Xing
Miami Channel
465 LF Br.
100
114 Common Point
+0.5%
-2.3%
0.0%
-0.3%
-2%
-2 %
High & Low Alternates & Profil
100 LF
395 LF Miami Channel
50
Hobsonville
80 Bk
114 Ah
-1.9%
0.0%
lternate
500'
400'
300'
50
200'
+7.0%
100'
39+60 Bk
20+00 Ah
460 LF
Miami R
RR
Hwy
2.3%
Electric Creek

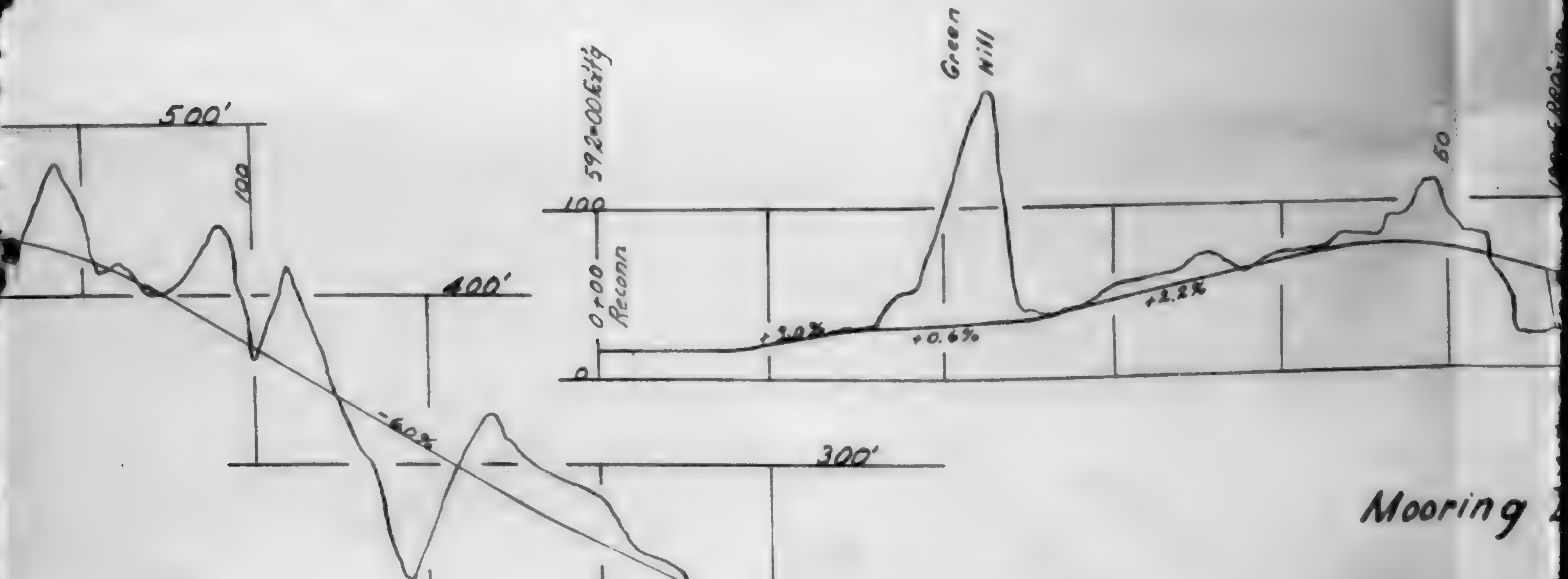
## Typical Sections


℄
4'
8'
11'
11'
11'
4'
4'
Standard Slopes

Proposed Present Construction
Showing Climbing Lane

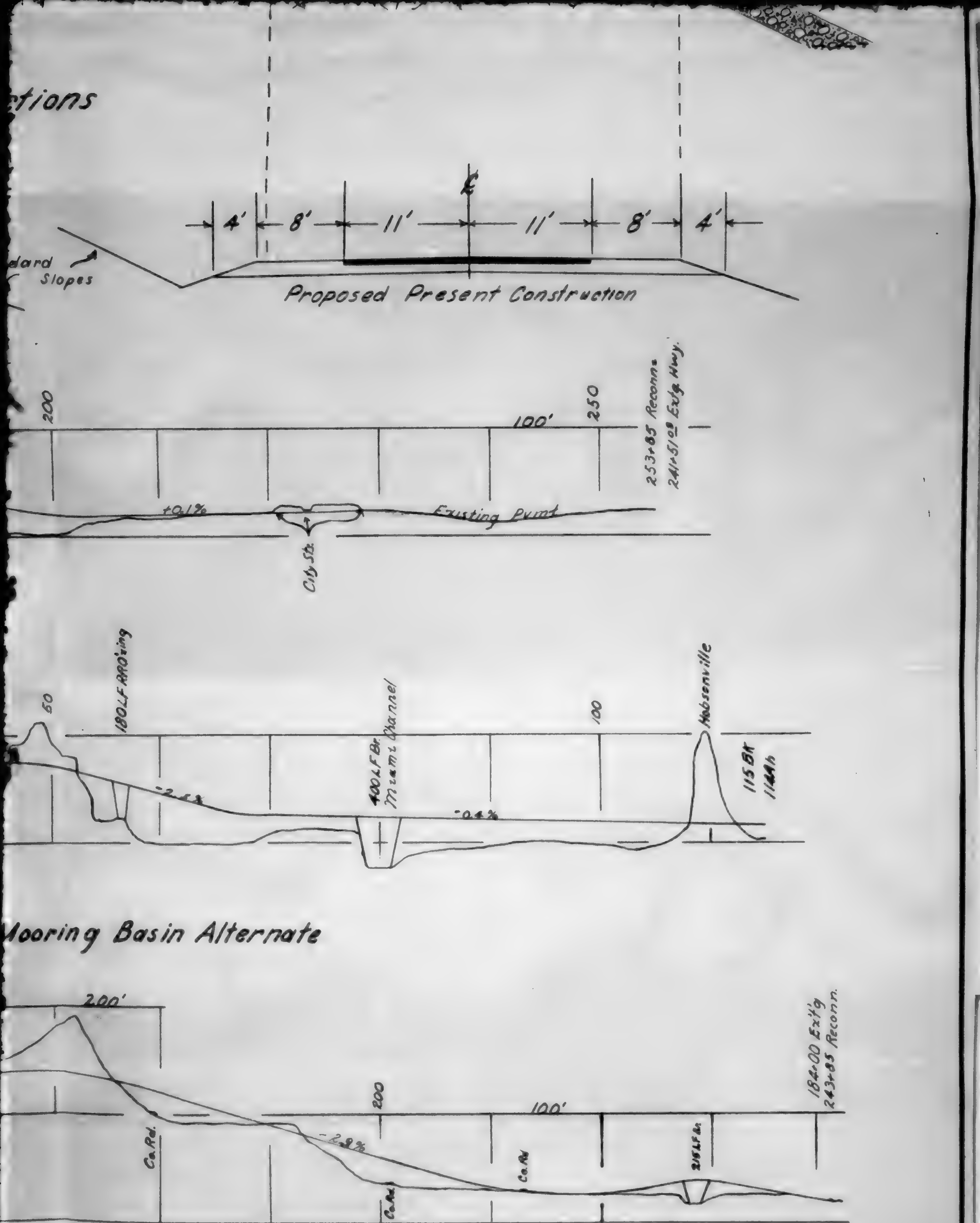

140 LF RR O'xing
200
0.0%
+2.5%
-2.%

## ofile Common to all Alternates — Bay Route


Green Hill
592+00 Ex'g
0+00 Reconn
500'
100
400'
100
50
0
-6.0%
+2.0%
+0.6%
+2.2%
300'
-4.8%
200
+2.3%
150

Mooring

reek Route


ctions
℄
4'
8'
11'
11'
8'
4'
dard Slopes
Proposed Present Construction
200
100'
250
253+85 Reconn.
241+51± Ex'tg. Hwy.
+0.1%
Existing Pvmt
City Sts.
50
180LF RRO'sing
400LF Br. Miami Channel
-2.5%
-0.4%
100
Hobsonville
115 Br.
1144h
Mooring Basin Alternate
200'
200
100'
184+00 Ex't'g
243+85 Reconn.
Co.Rd.
-2.8%
Co.Rd
Co.Rd.
215LF Br.

FORM 230—30M—2-55—62986

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1956

SUBJECT: Economic Analysis
Garibaldi-Bay City Section
Oregon Coast Highway

To:

Forrest Cooper
Deputy State Highway Engineer
Office

Attached hereto is a copy of the Economic Analysis on the proposed improvement of the Garibaldi-Bay City Section of the Oregon Coast Highway.

V. P. Johnson

V. P. Johnson
Traffic Control Engineer

Attachment
GLS mp
cc: G. S. Paxson (Attachment)
Tom Edwards (Attachment)
V. D. Wolfe

NOTED
G. S. PAXSON

RECEIVED
SEP 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

# ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT of the GARIBALDI - BAY CITY SECTION of the OREGON COAST HIGHWAY

The Electric Creek Route begins in the easterly end of Garibaldi business district, crosses Miami Cove to the mouth of Electric Creek, follows up Electric Creek to the summit, continuing on a long tangent to an intersection with the existing highway .06 mile south of Bay City.

The estimated 1955 ADT for this proposed section is 1,500 vehicles per day. Projecting this traffic ahead, it is estimated that the ADT for the next 30 years will be 3,000 vehicles per day.

This proposed construction calls for the expenditure of $3,071,000 for right of way and construction of 4.98 miles of new alignment. The over-all distance of this proposed route between the two common termini is 6.80 miles and has a distance savings of 1.25 miles over the present highway. The proposed improvement does not call for any improvement of the existing alignment from Garibaldi to north of Green Hill as does the Bay Route.

The estimated annual cost of construction, maintenance, et cetera is $166,571. The reduction in distance and improvement of alignment of this proposed construction results in both a mileage-element savings and a time-element savings benefit. The mileage-element savings benefit is $118,946, and the time-element savings benefit is $77,768, for a total road user benefit of $196,714.

The ratio of user benefits to the total annual cost indicates that for every dollar spent on this proposed construction there is a savings of $1.18 to the road user.

| | | |
|---|---|---|
| Length of new construction | 4.98 | miles |
| Savings in Travel Distance | 1.25 | miles |
| Reduction in Curvature | 1,328 | degrees |
| Reduction in Rise and Fall | - 310 | feet |
| Estimated cost of construction | $3,071,000 | |
| Estimated annual cost of construction, maintenance, etc. | $ 166,571 | |
| Estimated annual value of benefits to user | $ 196,714 | |
| Dollars of annual benefits for each dollar of annual cost | | $1.18 |

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

# ENGINEERING AND ECONOMIC CONSIDERATIONS INVOLVED IN THE REALIGNMENT of the GARIBALDI - BAY CITY SECTION OF THE OREGON COAST HIGHWAY

> The Bay Route begins north of Green Hill, crosses the mouth of Miami Cove to a point at Hobsonville, follows along the shore line to Sandstone Point, thence to the existing highway in the southern area of Bay City.

The estimated 1955 ADT on this proposed section is 1,800 vehicles per day. Projecting this traffic ahead, it is estimated that the ADT for the next 30 years will be 3,600 vehicles per day.

This construction calls for the expenditure of $2,994,000 for right of way and construction of 4.81 miles of realignment. The over-all length of this proposed route between the two common termini is 5.90 miles, and it has a distance savings of 2.15 miles over the present highway. This route calls for a structure across Miami Channel which would have a 40 ft. clearance above mean lower low water to provide fishing fleet passage without bridge opening. It is felt that this clearance will reduce to a bare minimum the required number of bridge openings.

The estimated annual cost of construction, maintenance, et cetera, is $161,437.

The reduction in distance and improvement of alignment of this proposed construction results in both a mileage-element savings and a time-element savings benefit. The mileage-element savings benefit is $252,023, and the time-element savings benefit is $228,831, for a total road user benefit of $480,854.

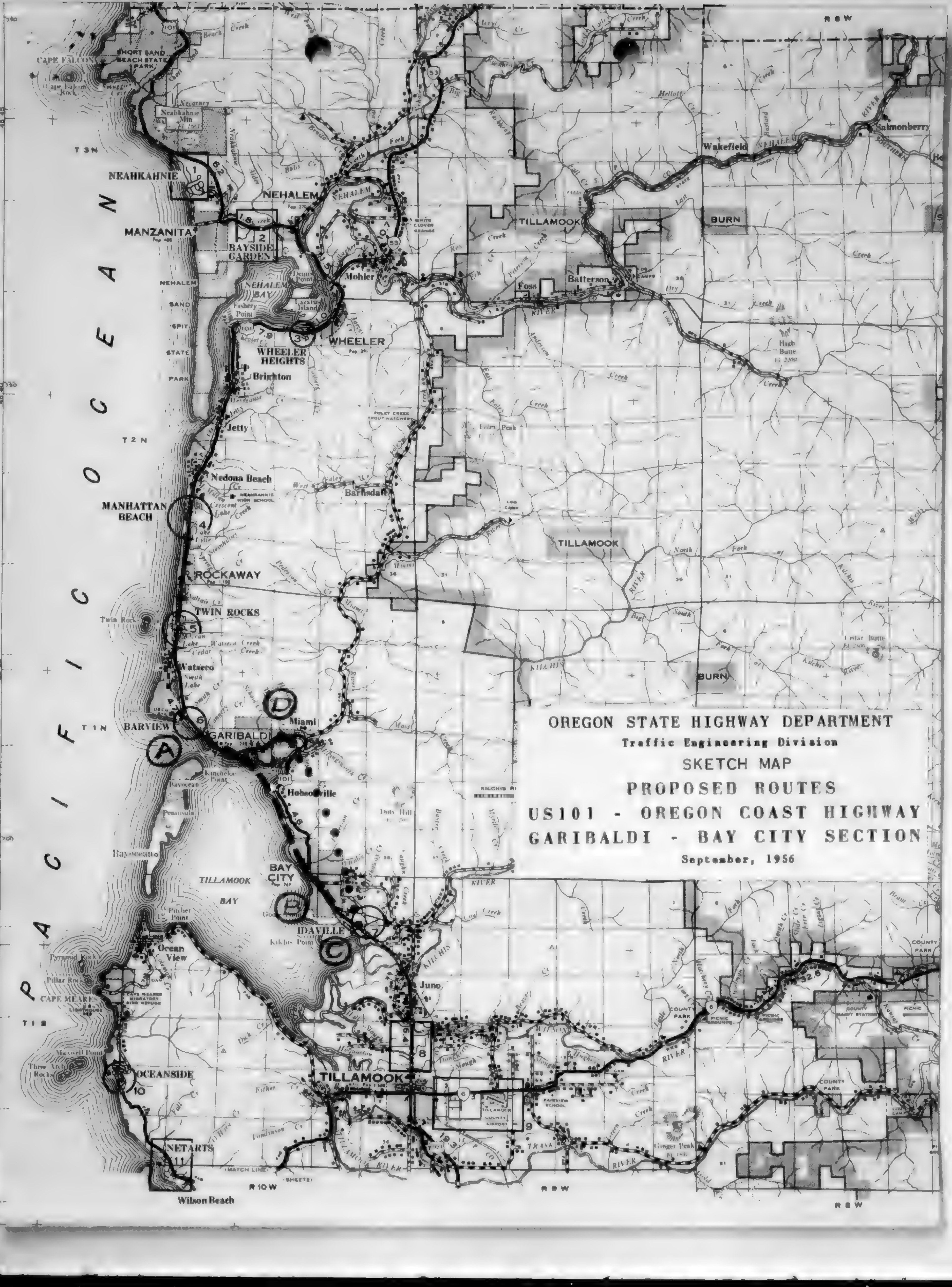
The ratio of road user benefits to the total annual cost indicates that for every dollar spent on this project the road user will save $2.98.

| | | |
|---|---|---|
| Length of new construction | | 4.81 miles |
| Savings in Travel Distance | | 2.15 miles |
| Reduction in Curvature | | 1,766 degrees |
| Reduction in Rise and Fall | | 581 feet |
| Estimated cost of construction | $2,994,000 | |
| Estimated annual cost of construction, maintenance, etc. | $ 161,437 | |
| Estimated annual value of benefits to user | $ 480,854 | |
| Dollars of annual benefits for each dollar of annual cost | | $2.98 |

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

## GARIBALDI - BAY CITY SECTION
## OREGON COAST HIGHWAY

| Section | Length Miles | Savings Miles | R/W and Construction Costs | Annual Costs | Annual Benefits | Benefit Quotient |
|---|---|---|---|---|---|---|
| Present Highway | 8.05 | | | | | |
| Electric Creek Route | 6.80 | 1.25 | $3,071,000 | $ 166,571 | $ 196,714 | 1.18 |
| Bay Route | 5.90 | 2.15 | $2,994,000 | $ 161,437 | $ 480,854 | 2.98 |



OREGON STATE HIGHWAY DEPARTMENT

Traffic Engineering Division

SKETCH MAP

PROPOSED ROUTES

US101 - OREGON COAST HIGHWAY

GARIBALDI - BAY CITY SECTION

September, 1956

PACIFIC OCEAN
CAPE FALCON
SHORT SAND BEACH STATE PARK
Neahkahnie Mtn
NEAHKAHNIE
NEHALEM
MANZANITA
BAYSIDE GARDEN
NEHALEM SAND SPIT STATE PARK
NEHALEM BAY
Mohler
WHEELER
WHEELER HEIGHTS
Brighton
Jetty
Nedona Beach
MANHATTAN BEACH
Barnsdale
ROCKAWAY
TWIN ROCKS
Twin Rocks
Watseco
BARVIEW
GARIBALDI
Miami
Hobsonville
Kincheloe Point
Bayocean
BAY CITY
TILLAMOOK BAY
IDAVILLE
Juno
Ocean View
Pyramid Rock
Pillar Rock
CAPE MEARES
Maxwell Point
Three Arch Rocks
OCEANSIDE
NETARTS
Wilson Beach
TILLAMOOK
Tillamook County Airport
Kilchis Point
Wakefield
Salmonberry
TILLAMOOK
BURN
Foss
Batterson
High Butte
Foley Peak
TILLAMOOK
Cedar Butte
BURN
Dots Hill
Kilchis River
Wilson River
Trask River
Ginger Peak
County Park
A
B
C
D
T 3 N
T 2 N
T 1 N
T 1 S
R 10 W
R 9 W
R 8 W
MATCH LINE
SHEET 2
101

RECEIVED
APR 23 1956
FOR FILING

E-12[illegible]

5976

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1956

SUBJECT:

To:

Mr. Forrest Cooper
Construction Engineer
Office

NOTED
W. C. WILLIAMS

Met with the Tillamook County Court today to hear the Courts proposal for a route from Garibaldi to Bay City per your instructions of April 19, 1956.

The route is the one Commissioner Ross discussed with Mr. Baldock, and which you subsequently instructed this office to investigate. To further clarify, it is the route which goes over the hill to the east of Bay City.

Mr. Asburry found it impossible to get down on the north slope using a six per cent grade without considerable developing alignment. I am now investigating the possibility of getting down using a seven per cent grade. This will be incorporated in the report.

In conclusion, the Court has been advised by an engineer (Williams by name) that the slope to the north of the saddle is very precipitous. Consequently, they are fully aware that this route may not be feasible.

Victor D. Wolfe
Victor D. Wolfe
Reconnaissance Engineer

VDW:of

cc to: J. D. Walker
Walter T. Wright

RECEIVED
APR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JAN 16 1956
FOR FILING

F-129(10)

5976

# STATE HIGHWAY COMMISSION MEETING

**Delegation** Co. Judge O.E.Effenberger, Tillamook, re improvement of Bay City-Garibaldi Section of Ore. Coast Hwy.

**Date** December 20, 1955

**Time** 11:00 a.m.

| Name | City or Town | Capacity |
|---|---|---|
| Judge Effenberger (spokesman) | | |
| Charlie Ross | Tillamook | Chairman, Hwy Comm. of C of C |
| Verne Tinnerstet | " | Manager,C of C |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | NOTED<br>H. B. GLAISYER |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

12|19

AGENDA
DEC 20 1955
D

11:00 AM

November 29, 1955

Hon. O. E. Effenberger
County Judge of Tillamook County
Tillamook, Oregon

Dear Judge Effenberger:

This note is simply to confirm the appointment that I made for you a few minutes ago to discuss with the State Highway Commission at its next meeting improvement of the Bay City-Garibaldi Section of the Oregon Coast Highway.

It is my understanding that your group will consist of the members of the County Court and the Tillamook Chamber of Commerce.

As stated when you were in my office, the next regular meeting of the Commission is scheduled to be held in Portland on Monday and Tuesday, December 19 and 20, 1955. Delegations will be heard on the second day, Tuesday, December 20, on which day I have reserved for the convenience of your group fifteen minutes starting at 11:00 a.m.

This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Commissioners
R. H. Baldock

11:00 AM
12/20

D

FORM E-123 60M REVISED 2-52

RECEIVED
[illegible] 1955
FOR FILING

F-129 [illegible]
Agenda file
5976

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 29, 1955

IN REPLY PLEASE REFER TO

Hon. O. E. Effenberger
County Judge of Tillamook County
Tillamook, Oregon

COPY

Dear Judge Effenberger:

This note is simply to confirm the appointment that I made for you a few minutes ago to discuss with the State Highway Commission at its next meeting improvement of the Bay City-Garibaldi Section of the Oregon Coast Highway.

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This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Commissioners
R. H. Baldock ✓

REFERRED TO
Williams
By State Highway Engineer

The Judge will ask for
an economic study of this section in
Tillamook County [illegible] [illegible] 1st [illegible] [illegible]

S-101(5) Dry Creek Br. on Westside Co. 1961
Rd., Southwesterly of Lakeview
#5977

CIA 2436

NOTED
R. H. PRANGE

**OREGON STATE HIGHWAY DEPARTMENT**

## INVOICE

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 6-26-62 | CC 757 | | 519-1031-297 |

NOTED
H. S. COX

INVOICE NUMBER **74982**

NOTED
DON HARWELL

Contract 5977
S-111(5)

Fr. 407

- Lake County
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final billing: Dry Creek Bridge Section, FAS 407.<br>Covered by agreement dated September 15, 1961. | | | |
| Original advance deposit | | $2,700.00 | |
| Less amount previously transferred | | 2,200.00 | $ 500.00 |
| County's share cost as per attached statement | | 2,355.51 | |
| Less amount previously transferred | | 2,200.00 | 155.51 |
| To be refunded | | | $344.49 |

RECEIVED
JUN 26 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ______________

By ______________

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

June 25, 1962

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
R. H. PRANGE

Gentlemen:

Final Costs are now available for the Dry Creek Bridge on FAS 407, Contract #5977, covered by agreement dated June 15, 1961, as shown in the attached cost statement.

In accordance with the agreement, a refund of $344.49 is due the County in connection with this project. This refund will be paid by our accounting division within the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County and City Relations Planning Engineer

VRJ:eb
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

January 25, 1962

Lake County Court
Courthouse
Lakeview, Oregon

Project S-101(5)

Gentlemen:

This is to advise you that work on the Dry Creek Bridge on FAS 407 in Lake County was completed on December 8, 1961.

Under the terms of the agreement dated September 15, 1961, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

V. R. Jones
V. R. Jones
County and City Relations Planning Engineer

VRJ:mm

RECEIVED
JAN 18 1962
FOR FILING

5977

January 17, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5977 for construction of the Dry Creek Bridge on the Westside County Road in Lake County was completed by the contractor, Ausland Const. Co., on December 8, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $11,835.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,835.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Ausland Const. Co.,
P. O. Box 437
Grants Pass
Oregon

RECEIVED
FORM E-123-X 8GM 1-61
1961

D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

S-101(5)

5977

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 N. E. Cottage
Salem, Oregon

Dear Mr. Polk:

RE: Dry Creek Bridge
Contract No. 5977
FAS No. S-101(5)

Ausland Construction Company began work on the Dry Creek Bridge Construction Project in Lake County on the Westside County Road, Contract No. 5977, FAS No. S-101(5), on October 24, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓
D. B. Parkes
J. W. Nash

OTE
QUE

RECEIVED
OCT 24 1961
10/116

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO. | Form PR-2 (Rev. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | STATE<br>**Oregon** |
| PROJECT REPORT NO.<br>4 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | COUNTY<br>**Lake** |
| 5-9-77 | | PROJECT NO.<br>**S-101(5)** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**Co. Rd. Dry Creek Bridge**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-15-61 | 0.01 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 13,018.00 | $ 8,200.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By ____________________
**State Highway Engineer**
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
(Division Engineer)
By: **R. C. Wright, Administrative Mgr.**

Date executed by Division Engineer **October 20, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Dry Creek Bridge, Project No. S-101(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

October 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Dry Creek Bridge, Project No. S-101(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-101(5)

## DRY CREEK BRIDGE ON THE WEST SIDE

## COUNTY ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1961

TYPE CODE 7080
Dry Creek Bridge (Br. #8984) (Sta. 4+95.83 to Sta. 5+57.17) (Contract 5977)

| | | | |
|---|---|---|---|
| Furnish Treated Timber Piling | 630 lin. ft. | $ 1.50 | $ 945.00 |
| Drive Timber Piles | 18 only | 90.00 | 1,620.00 |
| 4' x (20'-25') Prestressed Beams | 6 only | 350.00 | 2,100.00 |
| 3' x (20'-25') Prestressed Beams | 18 only | 270.00 | 4,860.00 |
| Treated Timber in Place | 5.25 M-FBM | 440.00 | 2,310.00 |
| | Subtotal | | $11,835.00 |
| | 10% Engr. & Cont. | | 1,183.00 |
| | Total | | $13,018.00 |

Length of Structure . . . . . . . . . . . . . . . 0.012 Mile

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 8,200.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 2,409.00 |
| County Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 2,409.00 |
| | $13,018.00 |

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
OCT 19 1961
FOR FILING

5977

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 19, 1961

Ausland Const. Co.,
P. O. Box 437
Grants Pass
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5977, awarded September 19, 1961, for construction of the Dry Creek Bridge on the Westside County Road in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 16 1961

FOR FILING
[illegible]
5777.

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
Sept. 22, 1961

Agenda Item 4m-7

FAS Project Agreement
Lake County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. V. R. Jones
County & City Relations Field Engineer

Attached is a conformed copy of an agreement with Lake County covering the Dry Creek Bridge on FAS 407 in Lake County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Lake County.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc. 1

fp

FORM E-30 50M 7-60 29395

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
SEP 14 1961
4m-7

Salem, Oregon
September 6, 1961

SUBJECT: FAS Project Agreement
Lake County

4m-7

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Dry Creek Bridge on FAS 407 in Lake County. Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 3/10/61.

V. R. Jones
V. R. Jones
County & City Relations Field Engineer

mm
Att.

1 copy in Suspense

Query

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

Ⓐ
2 COPIES TO
BE SIGNED

E. R.

RECEIVED
SEP 25 1961
FOR FILING
S-101(5)
4977

September 22, 1961

County Court of Lake County
Court House
Lakeview, Oregon

Gentlemen:

We are enclosing for the records and files of Lake County a fully executed copy of an agreement between the State Highway Commission and Lake County covering the Dry Creek Bridge on FAS 407 in Lake County.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc. 1

fp

**OREGON STATE HIGHWAY DEPARTMEN**

## INVOICE

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-20-61 | CC 712 | | 519-1034-297 |

**INVOICE NUMBER** 71487

Lake County Court
Courthouse
Lakeview, Oregon

Attention: County Court

NOTED
V. R. JONES

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Advance Deposit | | | $2,700.00 |
| Partial transfer County advance deposit for the Dry Creek Bridge on FAS 407. Covered by agreement dated September 15, 1961. | | | 2,200.00 |
| To be retained | | | $ 500.00 |

RECEIVED
SEP 20 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150 (REVISED 7-60)

Salem, Oregon
September 19, 1961

NOTED
V. R. JONES

Mr. R. L. Porter
OFFICE

Advance Deposit
Dry Creek Bridge
FAS 407, Lake County

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: G. S. Paxson
Ivan Merchant

NOTED
JOHN D. GRAHAM

NOTED

NOTED
H. S. COX

September 15, 1961

Harold C. Ayers

NOTED
JOHN D. GRAHAM

Lake County Court
Courthouse
Lakeview, Oregon

Gentlemen:

On September 13, a satisfactory bid was received from Ousland Construction Company of Grants Pass for construction of the Dry Creek Bridge on FAS 407. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract:

| | | |
|---|---|---|
| Bid Items | $11,835.00 | |
| Engineering & Contingencies, 12-1/2% | 1,479.38 | |
| Estimated Total Cost - - - - - - | $13,314.38 | |
| County Advance Deposit<br>20% of $13,314.38 - - - - - - - - | $ 2,662.88 | or say $2,700 |

Please make this advance deposit by means of a check in the amount of $2,700 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

Advance deposit
received 9-19-61

RECEIVED
SEP 25 1961
FOR FILING

S-101(5)

5977

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

To: Mr. R. L. Porter
OFFICE

SUBJECT: Advance Deposit
Dry Creek Bridge
FAS 407, Lake County

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: G. S. Paxson ✓
Ivan Merchant

NOTED
G. S. PAXSON

RECEIVED
SEP 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

August 17, 1961

NOTED
Harold C. Ayers

Lake County Court
Courthouse
Lakeview, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Dry Creek Bridge Section of FAS 407.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $18,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than September 8.

It is presently planned to accept bids for this project on September 13, 1961.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

VR Jones
V. R. Jones
Field Engineer

VRJ:djb
Encl.

NOTED

MEMO TO J. W. NASH
7/13/61 (Supersedes Memo of 6/22/61)

FAS 407, LAKE COUNTY

TERMINI: Bridge over Dry Creek approximately 6 miles south of Westside and 2.5 miles north of California state line (Dry Creek Bridge).

PROPOSED WORK: Construct one 63' concrete bridge.

PROJECT LENGTH: 0.012 miles.

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $20,000 | $12,000 | $4,000 | $4,000 (County) |

EXISTING FACILITIES: A 52' log structure with a plank deck 18' wide. The [illegible] log stringers are decaying and the deck is beginning to warp to such a stage as to present a traffic hazard.

ADJACENT SECTIONS:
NORTH END: 16' gravel, 20' roadway.
SOUTH END: 16' gravel, 20' roadway.

PROJECT DATA: Construct a concrete precast, prestressed slab beam span on treated piling, 63' long and 24' wide on the same alignment as the existing bridge and the county will provide a detour and construct approaches with a graveled surface 24' wide on a 24' roadway. There is no substandard alignment for more than 1 mile north of the proposed bridge and for 0.8 mile in a southerly direction.

| | |
|---|---|
| ROW: | 50' minimum |
| MINIMUM DESIGN STANDARDS: | No exceptions |
| ACCESS CONTROL: | None |
| RR XING | None |
| SYSTEM ACTION: | None required |
| PUBLIC HEARING: | None required |
| UNUSUAL OR COMPLICATED SITUATIONS: | None |

For route data see S-101(1) or S-101(2).

VRJ:mm

NOTED

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
6/22/61

FAS 407, LAKE COUNTY

TERMINI: Bridge over Dry Creek approximately 6 miles south of Westside and 2.5 miles north of California state line. (Dry Creek Bridge)

PROPOSED WORK: Construct one 63' concrete bridge.

PROJECT LENGTH: 0.012 miles.

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $20,000 | $12,000 | $4,000 | $4,000 (County) |

EXISTING FACILITIES: 52' log span 18' wide with a plank deck. This bridge is in a badly deteriorated condition.

ADJACENT SECTIONS:
NORTH END: 16' gravel, 20' roadway.
SOUTH END: 16' gravel, 20' roadway.

PROJECT DATA: Construct a concrete precast, prestressed slab beam span on treated piling, 63' long and 24' wide on the same alignment as the existing bridge and the County will provide a detour and construct [redacted] approaches with a graveled surface 24' wide on a 24' roadway.

| | |
|---|---|
| ROW: | 50' minimum |
| MINIMUM DESIGN STANDARDS: | No exceptions |
| ACCESS CONTROL: | None |
| RR X"ING | None |
| SYSTEM ACTION: | None required |
| PUBLIC HEARING: | None required |
| UNUSUAL OR COMPLICATED SITUATIONS: | None |

For route data see S-101(1) or S-101(2).

VRJ:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
May 18, 1961

Mr. J. E. Morelock
OFFICE

Dry Creek Bridge
FAS 407 (West Side County Road)
Lake County

The subject named project has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Ivan Merchant

5-17-61

NOTED
C. G. SWENSON

# ADDENDUM "A" TO LOCATION PROSPECTUS
# DRY CREEK BRIDGE SECTION
# WEST SIDE COUNTY ROAD, FAS 407
# LAKE COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section.

NOTED
Harold C. Ayers

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: The sentence beginning with "The typical section will, etc.," change to read "The typical section will consist of two 10-foot lanes with 4-foot shoulders." The remainder of the paragraph is correct as per the original prospectus.

Paragraphs 5 through 8: Correct as per original prospectus.

Attachment: Correct as per original attachment.

May 17, 1961

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright (2)

RECEIVED
MAY 24 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 8 1961

FOR FILING

[illegible]

[illegible]

5-1-61

NOTED
W. C. WILLIAMS

## LOCATION PROSPECTUS
## DRY CREEK BRIDGE
## WEST SIDE COUNTY ROAD, FAS 407
## LAKE COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 407, which is a county road on the Federal Aid Secondary System. This bridge is located approximately 11.8 miles southwesterly from the junction of the Westside Road and the Klamath Falls-Lakeview Highway. Overall length of the project is 0.05 mile.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing 52-foot log span bridge on existing alignment. No towns are affected.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The existing 1959 ADT is 90 and the projected 1979 ADT is 150. The condition of the existing bridge warrants its replacement with a new structure having a horizontal clearance of 24 feet. The typical section will consist of two 11-foot lanes with 4-foot shoulders. There will be no change in alignment. The county will remove the old structure and provide a detour during construction. Grading and surfacing of approaches will be done by the county.

The tentative base design for construction is:

| | |
|---|---|
| Surfacing | 1¼" |
| Top Course, Base | 2 " |
| Bottom Course, Base | 9 " |
| Total Depth | 12¼" |

(Base design subject to change upon completion of soils investigation.)

Materials are available from local or county sources.

Agreements will be necessary with Lake County.

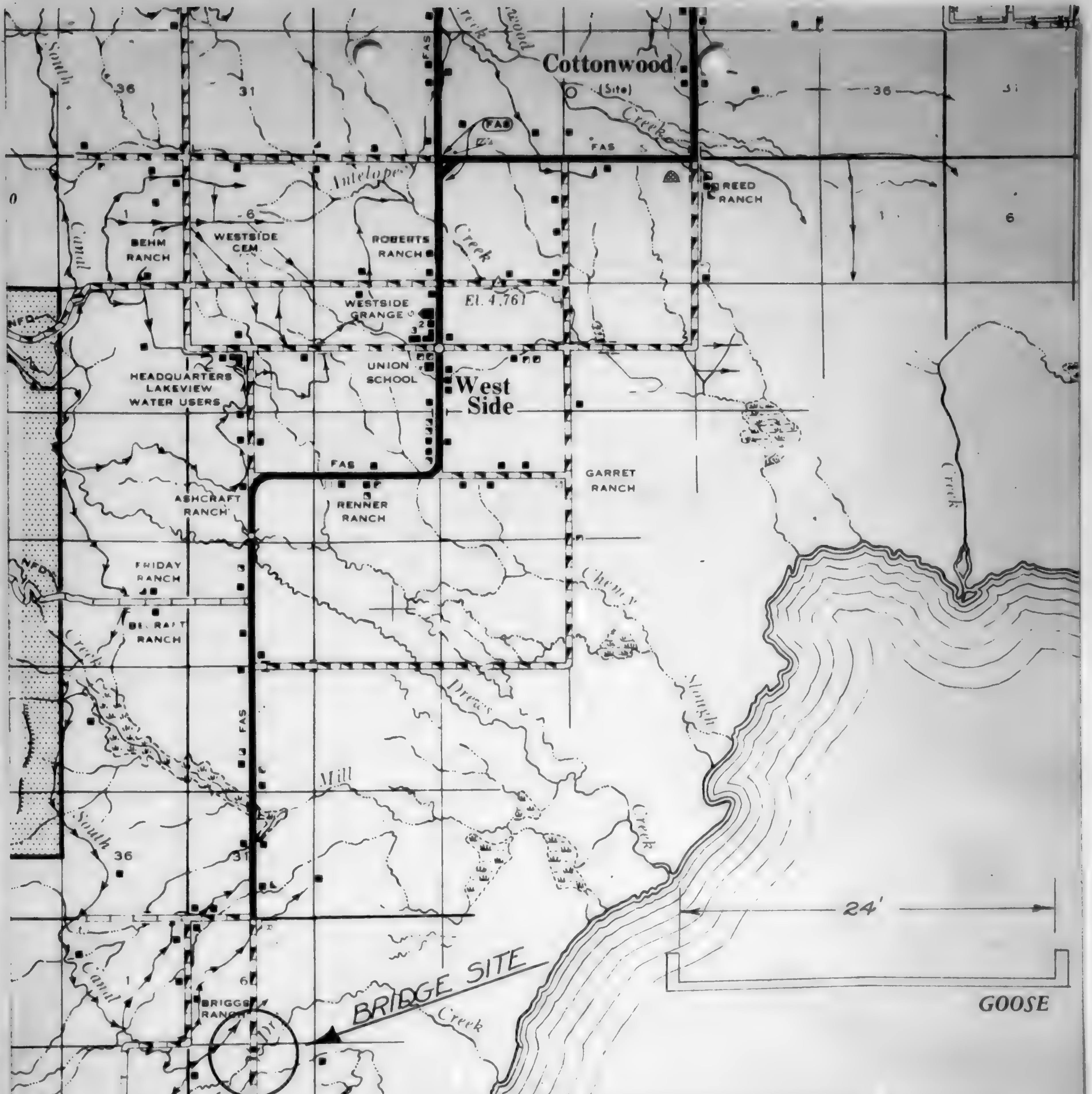
There are no parks or roadside rest areas affected by this project.

May 1, 1961

Attach.

cc W. C. Williams✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER


Cottonwood
(Site)
Cottonwood Creek
FAS
36
31
Antelope Creek
REED RANCH
1
6
BEHM RANCH
WESTSIDE CEM.
ROBERTS RANCH
WESTSIDE GRANGE
El. 4,761
HEADQUARTERS LAKEVIEW WATER USERS
UNION SCHOOL
West Side
GARRET RANCH
ASHCRAFT RANCH
RENNER RANCH
FRIDAY RANCH
BEIRAFT RANCH
NFD
South Canal
Creek
Cheney Slough
Drews Creek
Mill Creek
Canal
BRIGGS RANCH
BRIDGE SITE
Dry Creek
24'
GOOSE
LAKE
GOOSE LAKE TIMBER CAMP
24
19
R19E

PROSPECTUS MAP
DRY CREEK BRIDGE
FAS 407

LAKE COUNTY

Scale 1" = 1 Mi. 1961

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FEB 28 1961
FORM E-30X 50M 2-60 28119
FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1961

SUBJECT: FAS 407, Lake County

To: Mr. Tom Edwards
OFFICE

Dry Creek Br.

Attached is a brief description of a proposed FAS project for construction of a bridge over Dry Creek on FAS 407 in Lake County. This proposed project will be submitted to the Highway Commission for their action at the March 16 meeting.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att: Tab. 61-b

cc: Ivan Merchant
Hill Young
Ed Morelock
Gil Decker
Dean Swift
V. D. Wolfe

NOTED
V. D WOLFE

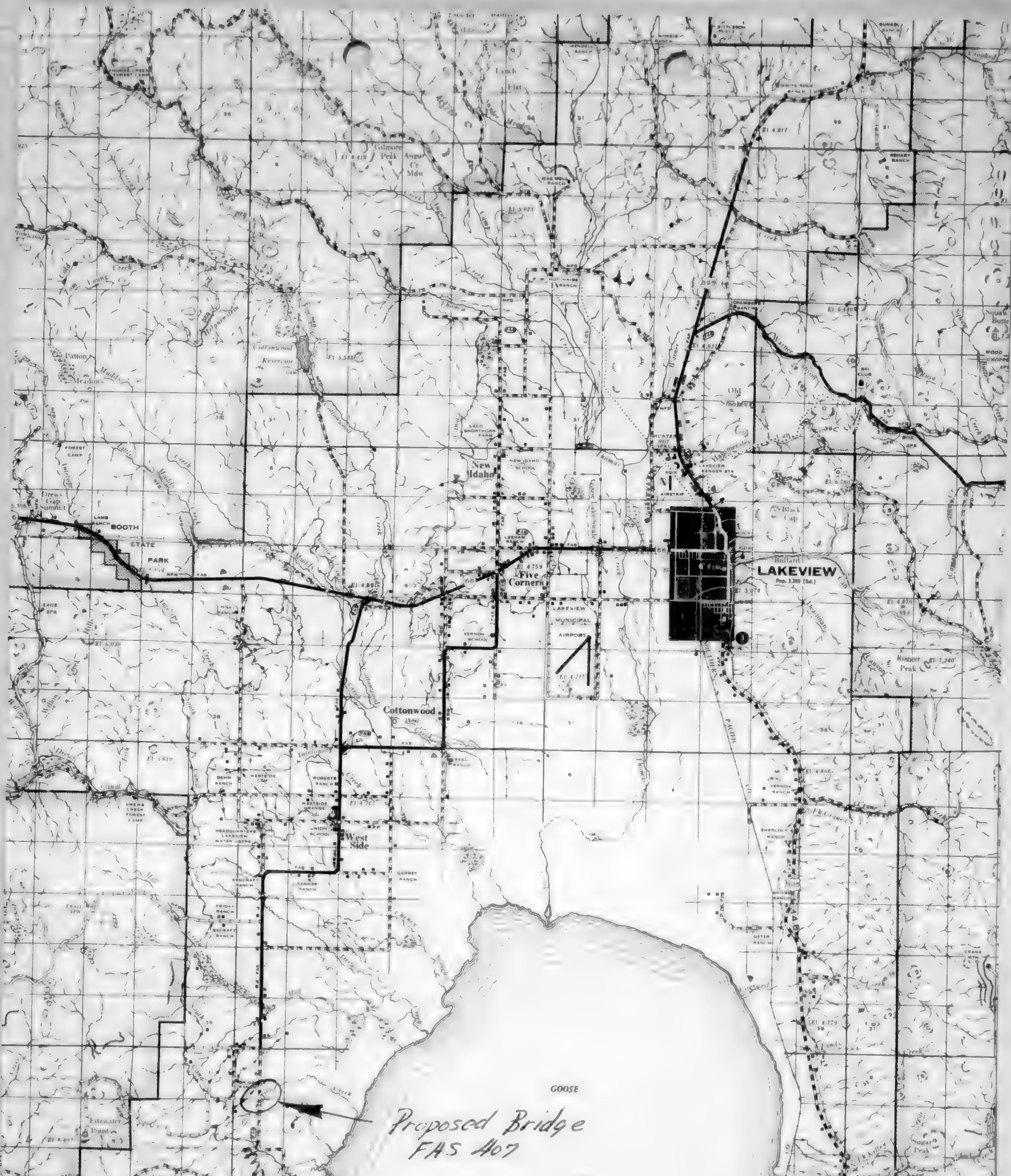
RECEIVED
FEB 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PROPOSED PROJECT
LAKE COUNTY

FAS 407, Dry Creek Bridge, $30,000. This bridge is located approximately 11.8 miles southwesterly from the junction of the Westside Road, FAS 407, and the Klamath Falls-Lakeview Highway.

The proposed project is to replace the existing 52-foot log span bridge over Dry Creek with a new structure having a roadway width of 24 feet. The new structure will be on the same alignment as the existing bridge. The county will remove the old bridge and provide a detour. The county will also grade and surface the new bridge approaches.

61-b
2/8/61


LAKEVIEW
Pop. 3,300 (Est.)
Five Corners
New Idaho
Cottonwood (Site)
West Side
BOOTH STATE PARK
Drews Gap Summit
Patton Meadows
Cottonwood Reservoir
Gilmore Peak
Lynch Flat
Black Cap
Bullard
Rogger Peak
Squaw Butte
Old Hammersley
LAKEVIEW MUNICIPAL AIRPORT
LAKEVIEW RANGER STA
NEW PINE CREEK
Fetzwater Point
Sugar Peak
GOOSE
LAKE
R 18 E
R 19 E
R 20 E
R 14 E
R 15 E
COUNTY
FOREST
Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone & Nevada West Zone in Thousands of Feet
This Map has been Prepared by Standard Stereo-Photogrammetric Methods
ARRANGEMENT OF SHEETS FOR LAKE COUNTY

Proposed Bridge
FAS 407

S-471(1) N. Unit, Wapinitia-Simnasho 1961
Sec., FAS Rt. 717
#5978

C&A
2440

RECEIVED
AUG 13 1962
FOR FILING

| |
|---|
| 471(1) |
| |
| 5979 |

August 13, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #5978 awarded to J. M. Purcell Const. Co., for grading-structure on the North Unit of the Wapinitia-Simnasho Section of FAS Route 712 in Wasco County was completed on June 22, 1962, and accepted by the Highway Commission on June 29, 1962.

Final payment, in the amount of $2,651.89 will be released to the contractor on or after August 20, 1962. The total contract amount is $88,746.86 and no force account work was performed.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. M. Purcell Const. Co.,
685 Welcome Way SE
Salem
Oregon

Form E-1—(Rev.)—

C 33

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1962

Section N. Unit, Wapinitia - Simnasho

Kind of work Grading and Structure

Highway FAS Rte. 712 County Wasco

Section prefix 533-1072

Contractor J.M. Purcell Const. Co.

Contract number 5978

Date of contract Sept. 20, 1961

Specified work days 95

Date work started Oct. 5, 1961

Work days used 87

Project authorization $ 109,672.88

Exclusive of engineering $ 101,873.92

Per cent of time elapsed 91.6 %

Estimated cost of completed project, exclusive of engineering $ 88,757.70

Estimated per cent overrun or underrun - 12.87 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 7,798.96

Engineering cost to date $ 10,388.47, 133.2 %

Date project was completed June 22, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final was submitted to the Division Office Wednesday.

This is the final report.

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
JUL 19 1962

CB

Noted
[illegible]

NOTED
C. E. PAULSEN

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 5.61 |  |  |  |  |
| Miles partially completed | 5.61 |  |  |  |  |
| Miles completed | 5.61 |  |  |  |  |
| Total estimated quantities (contract) | 93,600 |  |  |  |  |
| Total quantities corrected to date | 87,416.2 |  |  |  |  |
| Estimated quantities moved or placed to date | 87,416.2 |  |  |  |  |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday |  |  |  |
| Tuesday |  |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

RECEIVED
OCT 21 1961
FOR FILING

MONTHLY TRANSACTION NO.
10-112

PROJECT REPORT NO.
471(1) 4

5978

Form Approved; Budget Bureau No. 41-R2089

FORM R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROJECT AGREEMENT

*(PPM 21-7)*

10-20-61

STATE: **Oregon**

COUNTY: **Wasco**

PROJECT NO. **S-471(1)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Wapinitia to Indian Reservation Bdy.

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 6-2-61 | 5.6 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 107,235.00 | $ 67,500.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By
State Highway Engineer
(Title)

By ____________
(Title)

By ____________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative MGR

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the North Unit, Wapinitia-Simnasho Section, Project No. S-471(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Wapinitia-Simnasho Section, Project No. S-471(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-471(1)

## NORTH UNIT, WAPINITIA-SIMNASHO SECTION OF

## F.A.S. ROUTE 712 IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1961

Type Code 0010
Roadway (Sta. 0+00 to Sta. 296+50)(Contract No. 5978)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 14,000.00 |
| Drainage Excavation, Unclassified | 250 cu. yds. | $ 3.00 | 750.00 |
| General Excavation, Unclassified | 93,600 cu. yds. | 0.37 | 34,632.00 |
| Short Overhaul | 137,500 yd. stas. | 0.01 | 1,375.00 |
| Long Overhaul | 6,000 C-yd. stas. | 0.40 | 2,400.00 |
| Finishing Roadbed and Slopes | 5.61 miles | 800.00 | 4,488.00 |
| 12-inch Corrugated Metal Pipe | 800 lin. ft. | 2.75 | 2,200.00 |
| 18-inch Corrugated Metal Pipe | 520 lin. ft. | 4.00 | 2,080.00 |
| 24-inch Corrugated Metal Pipe | 560 lin. ft. | 6.00 | 3,360.00 |
| 36-inch Corrugated Metal Pipe | 130 lin. ft. | 13.00 | 1,690.00 |
| Class "A" Concrete in Box Culvert | 48 cu. yds. | 80.00 | 3,840.00 |
| Metal Reinforcement in Box Culvert | 7,200 lbs. | 0.16 | 1,152.00 |
| Sprinkling | 2,200 M-gals. | 2.50 | 5,500.00 |
| | | | $ 77,467.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | 500.00 |
| | Subtotal | | $ 77,967.00 |
| | 10% Engr. & Cont. | | 7,796.00 |
| | Total | | $ 85,763.00 |

Type Code 1020
Wapinitia Creek Bridge (Br. #8983)(Sta. 5+65 to Sta. 6+25)(Contract No. 5978)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $ 1,000.00 |
| Structural Excavation | 160 cu. yds. | $ 10.00 | 1,600.00 |
| Structural Excavation Below Elevation Shown | 10 cu. yds. | 20.00 | 200.00 |
| Class "A" Concrete (142 cu.yds.) | All Required | | 11,360.00 |
| Metal Reinforcement (21,500 lbs.) | All Required | | 5,150.00 |
| 6-inch Metal Drain Pipe | 35 lin. ft. | 6.00 | 210.00 |
| | Subtotal | | $ 19,520.00 |
| | 10% Engr. & Cont. | | 1,952.00 |
| | Total | | $ 21,472.00 |

Length of Roadway . . . . . . . . . . . . . . 5.600 Miles
Length of 2 Structures. . . . . . . . . . . . 0.016 Mile
Total Length . . . . . . . . . . . . . . . 5.616 Miles
Cost of Roadway Per Mile . . . . . . . . . . $15,314.82

## Summary of Funds

| Description | Total Cost | Federal Funds | State Funds | County Funds |
|---|---|---|---|---|
| Roadway | $ 85,763.00 | $ 54,000.00 | $ 15,881.50 | $ 15,881.50 |
| Structure | 21,472.00 | 13,500.00 | 3,986.00 | 3,986.00 |
| | $107,235.00 | $ 67,500.00 | $ 19,867.50 | $ 19,867.50 |

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
OCT 11 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5978

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 11, 1961

J. M. Purcell Const. Co.,
685 Welcome Way SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5978, awarded September 20, 1961, for grading-structure on the North Unit of the Wapinitia-Simnasho Section of FAS Route 712 in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 16 1961

FOR FILING

[illegible]

5978

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 26, 1961

Agenda Item 4m-1

FAS Project Agreement
Wasco County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Wasco County covering the N. Unit, Wapinitia-Simnasho Section of FAS 712 in Wasco County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 1

FORM E-30 50M 3-61 94307

AGENDA
SEP 15 1961
4 m-1

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1961

SUBJECT: FAS Project Agreement
Wasco County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the N. Unit, Wapinitia-Simnasho Section of FAS 717 in Wasco County. Two copies of the agreement have been executed by the Court and are now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved on 8/18/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb
Att.

1 copy in Strongbox

Ⓐ
3 COPIES TO BE SIGNED

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

RECEIVED
AUG 28 1961
STATE HIGHWAY ENGINEER

E R

RECEIVED
SEP 27 1961
FOR FILING

[illegible]

5978

September 26, 1961

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing for the records and files of Wasco County a fully executed copy of an agreement between the State Highway Commission and Wasco County covering the N. Unit, Wapinitia-Simnasho Section of FAS 712 in Wasco County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
SEP 22 1961

FOR FILING
S-471(1)

5978

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
20 September, 1961

To: Mr. R. L. Porter
OFFICE

SUBJECT: Advance Deposit
N. Unit, Wapanitia-Simnasho Section
FAS 712, Wasco County

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
Verne R. Jones
County & City Relations

VRJ:mm

cc: G. S. Paxson ✓

RECEIVED
SEP 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

S-435(2) Siletz River Br., Sams 1961
Cr. Rd., E. of Siletz
#5979

C&A
.2443

FAS 832

**OREGON STATE HIGHWAY DEPARTME**

**INVOICE**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| [illegible] | CC [illegible] | | [illegible] |

RECEIVED
JUL 26 1963
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER 9252

Contract 5979
S-435(2)

Lincoln County
Courthouse
Newport, Oregon
Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final billing: [illegible] River Bridge, [illegible] FAS 832. Covered by agreement dated [illegible] 11, 1963. | NOTED<br>DON [illegible] | | |
| Original Advance Deposit | | [illegible] | |
| less Amount Previously Transferred | | [illegible] | |
| | | | 4,000.00 |
| County's Share as per attached Statement | | 24,170.21 | |
| less Amount Previously Transferred | | 20,000.00 | |
| | | | [illegible] |
| Balance | | | 170.21 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $................
By................................

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
Harold C. Ayers

July 25, 1963

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

Gentlemen:

Final costs are now available on the Siletz River Bridge Section of FAS 832, Contract No. 5979, as shown in the enclosed cost statement.

In accordance with an agreement dated March 14, 1963, the amount of $170.21 is due the state. You will be billed for this amount by our Accounting Division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R JONES

FORM E-30 80M 11-61 40220

NOTED
H. S. COX

NOTED
Harold C. Ayers

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 19 1963
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
March 18, 1963

NOTE

SUBJECT: Agenda Item 4-e
Cooperative Construction Agreement
Siletz River Bridge A5979
S-435(2), FAS 832, Lincoln County
(Supersedes agreement of 9/15/61)

To:

Mr. H.S. Cox
County & City Engineer
Office

Attention: Mr. Verne R. Jones
County & City Planning Engineer

3-19-63
NOTED
DON HARWELL
Dist. Made

Attached is a conformed copy of a cooperative construction agreement with Lincoln County covering construction of the Siletz River Bridge on FAS 832, Lincoln County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lincoln County.

NOTED
R. H. PRANGE

Floyd Query
Secretary

rn
Attach: 1

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
W. R. JONES

March 1, 1963

Oregon State Highway Commission

Gentlemen:

There will be on the March 14 agenda for your consideration an agreement with Lincoln County which sets forth terms of a cooperative project to construct the Siletz River Bridge on Sams Creek County Road (Federal-aid Secondary No. 832).

This project was originally approved August 18, 1960, and an agreement with Lincoln County was entered into September 15, 1961. An error in plans was found after the project was contracted and redesign was indicated. The revised estimate of costs exceeds the limiting amount of the original agreement more than $4,000. The present agreement supersedes that of September 15, 1961.

Your approval is recommended.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER
R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
H. S. Cox ✓
L. H. Young

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
February 19, 1963

Cooperative Construction Agreement
Siletz River Bridge
S-435(2), FAS 832, Lincoln County

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
OFFICE

(Supersedes agreement of 9/15/61)

NOTED
R. H. PRANGE

To Shaw
2-21-63

NOTED
V. R. JONES

Attached are three copies of a superseding agreement for the subject project. Two copies have been executed by the proper county officials and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was originally approved 8/18/60.

Verne R. Jones
County & City Planning Engineer

VRJ:mm
Att.

cc: Mr. Floyd Query

February 14, 1963

NOTED
DON HARWELL

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
V. R JONES

Gentlemen:

On September 15, 1961, an agreement with Lincoln County was entered into covering construction of the Siletz River Bridge with FAS funds. At that time there was a total of $128,000 of these funds available to Lincoln County and this was used as the limiting amount in the agreement. When the bids were received the low bid was $106,540 which, plus engineering and contingencies, made a total authorization of $119,857.50 which was well within the project agreement limit.

However, when work began on the structure, it was discovered that the vicinity map was in error and it was necessary to move one of the piers. This resulted in increasing the length of the main span from 100' to 126'. Two price agreements covering the added cost of this change in the structure were approved and an "Authority to Overrun" contract was issued. The expenditure authorization was increased to $134,266.60.

The final cost estimate for the completed redesigned structure is $132,041.14 which is $4,041.14 over the limiting amount of the project agreement. In order to protect the county from paying all of this overrun and as there are now additional FAS funds available, it was decided to prepare a superseding agreement. Exhibits showing the redesigned structure are attached. Federal funds will be collected to the usual amount of the contract cost. It is requested that the County Court sign the enclosed superseding agreement and have it attested. The amount of FAS funds mentioned in the agreement is $140,000 which does exceed the present estimated costs. This is to protect the county in event of any increase in cost that may occur.

Very truly yours,

E. S. Cox
County and City Engineer

By: Verne R. Jones
Planning Engineer

VRJ:cb

cc: Lloyd Shaw    Floyd Query    L. H. Young

FORM E-20 50M 6-61 36661

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1963

NOTED
H. S. COX

SUBJECT: Agreement - Siletz River Bridge - FAS 832, Lincoln Co.

To: Mr. Verne R. Jones
County & City Planning Engineer

Building

NOTED
V. R. JONES

NOTED
R. H. PRANGE

NOTED
V. R. [illegible]

Attached hereto are five blue-backed copies of the above-named agreement which has been prepared in response to your request in your letter of January 10, 1963.

Additional copies of this agreement are available should you require them.

John S. Irvin
JOHN S. IRVIN
Staff Attorney

JSI:jw
Attachments
cc: L. I. Lindas

NOTED
JOHN D. GRAHAM

RECEIVED
FEB 13 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
Harold C. Ayers

NOTED
[illegible]

NOTED
H. S. COX

Salem, Oregon
January 10, 1963

Siletz River Bridge
FAS 832, Lincoln County

NOTED
DON HAR[illegible]L

Mr. Frank McKinney
Legal Division
Building

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

On September 15, 1961, an agreement with Lincoln County was entered into covering construction of the Siletz River Bridge with FAS funds. At that time there was a total of $128,000 of these funds available to Lincoln County and this was used as the limiting amount in the agreement. When the bids were received the low bid was $106,540 which, plus engineering and contingencies, made a total authorization of $119,857.50 which was well within the project agreement limit.

However, when work began on the structure, it was discovered that the vicinity map was in error and it was necessary to move one of the piers. This resulted in increasing the length of the main span from 100' to 126'. Two price agreements covering the added cost of this change in the structure were approved and an "Authority to Overrun" contract was issued. The expenditure authorization was increased to $134,266.60.

The final cost estimate for the completed redesigned structure is $132,041.14 which is $4,041.14 over the limiting amount of the project agreement. In order to protect the county from paying all of this overrun and as there are now additional FAS funds available, it is requested that a superseding agreement be prepared. Exhibits showing the redesigned structure will be attached. Federal funds will be collected to the usual amount of the contract cost. Attached is our file copy of the original agreement.

Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm
Att.

Contract - 5979

RECEIVED JAN 15 1963 FOR FILING

| | | |
|---|---|---|
| Monthly transaction number<br>1-42 | Fo R-2A (5- -57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ate<br>**Oregon** |
| | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>1-8-63 | County<br>**Lincoln** |
| Project report number<br>(2) | | Project number<br>**S-435(2)** |

5979

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 20**, 19**61**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **133,964.00** |
| Revised Federal funds | $ **85,260.00** |
| Other revisions | |

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **8** day of **January**, 19**63**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By__________

Asst **State Highway Engineer**
(Title)

By__________

__________
(Title)

By__________

__________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
Division Engineer

By: L R Backlund
**L. R. Backlund, Administrative Mgr.**

USComm-DC 11170

January 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Siletz River Bridge, Project No. S-435(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 24 1961

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>10-113 | F[illegible] PR-2 (R[illegible]v. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | STATE<br>**Oregon** |
| PROJECT REPORT NO.<br>[illegible]<br>5979 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | COUNTY<br>**Lincoln** |
| | | PROJECT NO.<br>**S-435(2)** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Siletz River Bridge

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-1-61 | 0.04 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 117,194.00 | $ 73,800.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Siletz River Bridge, Project No. S-435(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Siletz River Bridge, Project No. S-435(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bm

Oregon State Highway Department

Federal Aid Secondary
Project No. S-435(2)

## SILETZ RIVER BRIDGE ON THE SAMS CREEK ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1951

Type Code 2031
Siletz River Bridge (Br. #12105-A)(Sta. 0+46 to Sta. 3+00)(Contract No. 5979)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $7,500.00 |
| Structural Excavation | 500 cu.yds. | $10.00 | 5,000.00 |
| Structural Excavation below Elevation Shown | 15 cu.yds. | 40.00 | 600.00 |
| Class "A" Concrete (675 cu.yds.) | All Required | | 55,000.00 |
| Metal Reinforcement (132,000 lbs.) | All Required | | 16,800.00 |
| Structural Steel (74,600 lbs.) | All Required | | 21,000.00 |
| 6-inch Metal Drain Pipe | 160 lin.ft. | 4.00 | 640.00 |
| | Subtotal | | $106,540.00 |
| | 10% Engr. & Cont. | | 10,654.00 |
| | Total | | $117,194.00 |

Length of Structure . . . . . . .0.048 Mile

| | |
|---|---|
| Federal Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $73,800.00 |
| State Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 21,697.00 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 21,697.00 |
| | $117,194.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

NOTED
V. R. JONES

October 13, 1961

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $24,000 for the Siletz River Bridge on FAS 832. Contract #5979 has been awarded to Walder & Kenworthy, Portland, Oregon.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

NOTED
DON HARWELL

Very truly yours,

W. C. Williams
State Highway Engineer

By

V R Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

NOTED
JOHN D. GRAHAM

**OREGON STATE HIGHWAY DEPARTMENT**

**INVOICE**

NOTED
Harold C. Ayers

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-22-61 | CC 716 | | 521-1062-297 |

NOTED
H. S. COX

Lincoln County Court
Courthouse
Newport, Oregon

Attention: I. M. Huddleston, County Engineer

INVOICE NUMBER 71526

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Advance Deposit | | | $24,000.00 |
| Partial transfer county advance deposit for Siletz River Bridge, Sams Creek Road, FAS 832. Covered by agreement dated 9/15/61. | | | 20,000.00 |
| To be retained | | | $ 4,000.00 |

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ____

By ____

A 150 (REVISED 7-60)

NOTED
V. R JONES

Salem, Oregon
September 21, 1961

NOTED
[illegible]

Mr. R. L. Porter
OFFICE

Advance Deposit
Siletz River Bridge
FAS 832, Lincoln County

RHP Don H.

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: G. S. Paxson
Ivan Merchant

NOTED
JOHN D

Salem, Oregon
September 21, 1961

DHP

NOTED
V. R. JONES

Advance Deposit
Siletz River Bridge
FAS 832, Lincoln County

Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

Dm H.

Warrant No. 303.5 in the amount of $24,000 which I delivered to you yesterday represents Lincoln County's advance deposit for the subject project.

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
DON HARWELL

September 15, 1961

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

On September 13, a bid was received from Walder & Kenworthy of Portland for construction of the Siletz River Bridge on FAS 832. As per agreement between the county and state, the following advance deposit is required of the county prior to awarding of the contract:

| | |
|---|---|
| Bid Items | $106,540.00 |
| Engineering & Contingencies (12-1/2%) | 13,317.50 |
| Estimated Total Cost ................. | $119,857.50 |
| County Advance Deposit | |
| 20% of $119,857 ...................... | $ 23,971.50 or say $24,000 |

Please make this advance deposit by means of a check or warrant in the amount of $24,000 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project. There were five bids received on this project ranging from $106,540, the low bid, to $127,940.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: Mr. I. M. Huddleston, County Engineer

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 13 1962
FOR FILING

5979

September 12, 1962

Walder & Kenworthy
4911 S. E. Meldrum Avenue
Portland 22, Oregon

Gentlemen:

Re: Siletz River Bridge
Contract No. 5979
Bridge No. 12105-A

Your recent letter questions the method of computing the quantities of Class "A" Concrete on the Siletz River Bridge, Contract No. 5979.

By letter of November 7, 1961, you were advised that the revised estimate of quantities was 656 yards of Class "A" Concrete. This, of course, was an estimate taken from the revised drawings furnished you.

Under Paragraph 1.9.3 "Alterations in Details of Construction" the contract states:

> "Unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof, the altered work shall be paid for at the same unit prices as other parts of the work, or if the work involved is measured on an "All Required" basis and bid on a lump sum basis, the adjustment of the lump sum for the increases or decreases will be based on a theoretical unit price determined by dividing the contractor's lump sum bid price by the estimated quantity of the item as shown in the special provisions. If, however, the character of the work or the unit costs thereof are materially changed, an allowance shall be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon then an allowance shall be made either for or against the contractor in such amounts as the engineer may determine to be fair and equitable."

The revised details of construction used the contract plans for the north approach for the south approach of the structure, the steel span being increased from 100 feet to 126 feet. It was recognized that a material change in the character of the work was made when the steel span was increased in length from 100 to 126 feet and you were compensated accordingly; however, by using the same spans for both the north and south approaches there was no material change in the character of the work.

The final estimate offered you was for 646+ yards of Class "A" Concrete at a price determined as provided in the specifications for increases and decreases in lump sum items.

Our Legal Department has ruled that this is the proper and just method of compensating you for the concrete placed in this structure under the terms of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. Ivan Merchant

IDM:dl:er

WALDER & KENWORTHY
4911 S. E. Meldrum Ave.
Phone OL 6-5133
PORTLAND 22, OREGON

Oregon State Highway Dept;
Salem, Oregon.
Att. Mr.P.M. Stephenson;

Re. Siletz River Bridge
Contract # 5979

We have received the Voucher for the Final Estimate on the above job, and are not satisfied with the final calculations for the Class A Concrete.

In a letter received from Mr. Merchant, when the Job was in the process of being revised, he stated there would be a decrease in Class A Concrete to 656 cu. yds.( original estimate 675 cu. yds.). In the final calculations, Mr. Jack Davis, Resident Bridge Engineer for the job started his calculations from the original Plans and estimated quantities and deducted and added due to changes made from the original plans. Due to the fact that the original plans were discarded and new ones were drawn and used to build the Bridge, we feel that the changes necessitated by the change in elevations of the plans used, that the additions and or deductions should be made from the new estimated quantities as stated in Mr. Merchants letter.

This not being done we ask your opinion of this matter at your earliest convenience.

Very Truly Yours;
Walder & Kenworthy
Henry Walder
Henry Walder Partner

NOTED
I. D. MERCHANT

RECEIVED
UG 10 1962
FOR FILING

5979

August 9, 1962

Great American Insurance Co.,
Wells-Reed-Wood-West Insurance Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5979 awarded to Walder & Kenworthy, for construction of the Siletz River Bridge on the Sams Creek County Road in Lincoln County was completed on July 3, 1962, and accepted by the Highway Commission on August 9, 1962.

Final payment, in the amount of $7,281.48 will be released to the contractor on or after August 16, 1962. The total contract amount is $121,242.51 and no force account work was performed.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Walder & Kenworthy
4911 SE Meldrum Ave.,
Portland 22
Oregon

RECEIVED
JUL 3 1962
FOR FILING

5979

July 2, 1962

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

This is in reply to your letter of June 28 in regard to the status of Walder & Kenworthy Contract #5979.

Our Bridge Division informs us that this project is approximately 99 percent complete. The amount paid to date on this contract is $112,392.75, retainage $7,990.50.

The anticipated completion date is July 15, 1962.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

**MERCER**
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10, OREGON

June 28, 1962

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Subject: Completion and Payment Status - Oregon State Highway Contract No. 5979 - Siletz River Bridge.

Gentlemen:

This company has furnished material and labor to Walder & Kenworthy, Portland, Oregon Contractors on the subject job. We would appreciate knowing at this time the completion and payment schedule with reference to same.

Thank you for your courtesy in this matter. A business reply envelope is enclosed for your convenience.

Sincerely,

Richard D. Hall

Richard D. Hall

RDH/m

Cle,
please reply
TG

Bill Garrett = 1. Pd. to date $112,392.75
2. Retainage 7,990.50
3. Est. compl. date
July 15th

RECEIVED
JUN 29 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
N 5 1962
FOR FILING
5979

WALDER & KENWORTHY
4911 S. E. Meldrum Ave.
Phone OL 6-5133
PORTLAND 22, OREGON

December 1. 1961

Oregon State Highway Department,
Ivan D. Merchant, Bridge Engineer;

Sir;

Your letter of Nov. 28, 1961 at hand.
We regret the plan, for payment of revised Item No. 6, as outlined in your letter is not acceptable to us for the following reasons.

The poundage of Structural Steel which is to be used as a basis of payment is substantially shortof the actual poundage, estimated by Poole, McGonigle & Dick, needed to preform the work as detailed. Also the total amount you are willing to pay is approximately our cost, even before making any allowance for delaying our work into the Winter period from which we have already suffered quite some damage.

We feel that some agreeable Price Agreement can be reached if we meet with open minds on both sides.

Very Truly Yours;
WALDER & KENWORTHY
4911 S. E. Meldrum Ave.
Phone OL 6-5133
PORTLAND 22, OREGON

By Henry Walder Partner.

cc: Mr. J.D. Walker
Mr. G.S. Paxson

RECEIVED
DEC 4 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

RECEIVED
DEC 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5979

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 28, 1961

Walder and Kenworthy
4911 S. E. Meldrum
Portland 22, Oregon

RE: Siletz River Bridge
Contract No. 5979
Bridge No. 12105A

Gentlemen:

This is to confirm the results of a meeting in this office at which Mr. Henry Walder, Mr. Jack Davis and the writer were present. The meeting covered payment for bid item No. 6 on revised plans for the subject bridge project as submitted to the contractor by letter of November 7. In this letter, I requested a meeting to arrive at a basis for payment for revised quantities, for bid item No. 6 structural steel, as you had previously accepted the plan changes at bid prices for all other items.

The original contract called for a total of 74,600 pounds of structural steel. Our estimate on the revised plans indicates 113,300 pounds. The weights given are the actual poundage of steel in the structure and do not include any allowance for cutting or waste in fabrication.

Under the contract item No. 6 is a lump sum for which the bid price was $21,000.00. Paragraph 1.9.3 of the Special Provisions provides a method of payment in case revisions are made which increase or decrease the bid quantity. In the present instance the bid price for structural steel would be 28.15 cents per pound.

For the revised bid item No. 6 you request $38,000.00. This amount has not been substantiated in any manner and is considered excessive. On the requested amount the unit price would be approximately 33.54 cents per pound on the entire item of 113,300 pounds.

It is recognized that the revised plans call for more expensive girder bearings than the original details and that it is the State's responsibility to compensate the contractor for these added costs. Also that it is the State's responsibility to compensate the contractor for other actual added costs.

NOTED
G. S. PAXSON

In the present instance the steel fabricator, Poole, McGonigle and Dick, have informed me that their added costs for the revised bearings and freight to the job is $1,799.00.

A possible increased cost would be field erection of the structural steel. By copy of this letter, I am directing Mr. Davis, as the resident engineer, to keep an accurate record of erection costs as a basis for future negotiations on this item.

Paragraph 1.9.3 of the specifications pertains to alterations in details of construction. Under this article you are directed to proceed with the work and with the understanding that payment will be made for 113,300 pounds of structural steel at 28.15 cents per pound or a total of $31,893.95 plus an allowance of $1,799.00.

I am directing Mr. Davis, by copy of this letter, to prepare a price agreement on the basis mentioned with the right reserved to make a further adjustment on erection if such increase can be justified.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:nk

cc: Mr. Jack Davis
Mr. J. D. Walker
Mr. G. S. Paxson

RECEIVED
NOV 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING

5979

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 24, 1961

Walder & Kenworthy
4911 SE Meldrum Ave.,
Portland 22
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5979, awarded September 20, 1961, for construction of the Siletz River Bridge on Sam's Creek County Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 17 1961
FOR FILING

D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-435(2)

5979

October 16, 1961

Mr. C. G. Polk
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Siletz River Bridge
Contract No. 5979
FAP No. S-435(2)

Dear Mr. Polk:

Walders & Kenworthy began work on the Siletz River Bridge Construction Project on Sam's Creek County Road in Lincoln County, contract no. 5979, FAP No. S-435(2) on October 2, 1961

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: D. B. Parkes
Floyd Query ✓
J. W. Nash

NOTED
FLOYD QUERY

RECEIVED
OCT 16 1961
FOR FILING

5979

MISC. CONTRACTS and
AGREEMENTS No. 5793

Salem, Oregon
Sept. 22, 1961

Agenda Item 4m-6

Mr. H. S. Cox
County & City Relations Engineer
Office

FAS Project Agreement
Lincoln County

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Lincoln County covering the Siletz River Bridge on FAS 832 in Lincoln County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Lincoln County.

Secretary

Attach: 1
fp

FORM E-30 80M 2-61 94397

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1961

AGENDA
SEP 15 1961
4 m-6
4 m-6

SUBJECT: FAS Project Agreement
Lincoln County

To: Mr. G. S. Paxson
OFFICE

NOTED
W. C. WILLIAMS

Attached are three copies of an agreement covering the Siletz River Bridge on FAS 832 in Lincoln County. Two copies of the agreement have been executed by the county and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 8/18/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

1 copy [illegible] signed

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Ⓐ
2 COPIES TO
BE SIGNED

E. R.

RECEIVED
SEP 25 1961
FOR FILING

[illegible](2)

5979

September 22, 1961

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing for the records and files of Lincoln County a fully executed copy of an agreement between the State Highway Commission and Lincoln County covering the Siletz River Bridge on FAS 832 in Lincoln County.

Yours very truly,

Secretary
REGON STATE HIGHWAY COMMISSION

Enc. 1

fp

RECEIVED
SEP 22 1961
FORM E-90X 9OM 7-60 29296
FOR FILING

5-4[illegible]-(2)

5997

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1961

**SUBJECT:** Advance Deposit
Siletz River Bridge
FAS 832, Lincoln County

**To:** Mr. R. L. Porter
OFFICE

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
Verne R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: G. S. Paxson ✓
Ivan Merchant

NOTED
G. S. PAXSON

RECEIVED
SEP 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

August 17, 1961

NOTED
Harold C. Ayers

Mr. I. M. Huddleston
Lincoln County Engineer
Newport, Oregon

OTED
R. JONE

Dear Sir:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Siletz River Bridge Section of FAS 832.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $105,500, however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, have the County Clerk attest, with seal, and return both signed copies to this office. After approval of the project by the Highway Commission and certification by the Secretary, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than September 8.

It is presently planned to accept bids for this project on September 13, 1961.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones

V. R. Jones
Field Engineer

VRJ:djb
Encl.

NOTED
C. G. SWENSON

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. ______________

Highway No. FAS 832

Name of Project Siletz River Bridge Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Newport, Oregon, this 14 day of June, 1961.

Lincoln County Court

Mike Miller
Judge

David S. Moffitt
Commissioner

Oscar S. Knok
Commissioner

RECEIVED
JUN 15 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
[illegible]

March 9, 1961

Mr. I. M. Huddleston
Lincoln County Engineer
Courthouse
Newport, Oregon

Dear Mr. Huddleston:

Enclosed are three right-of-way certificates for the Siletz River Bridge Section of FAS 832 in Lincoln County.

When the County has completed negotiations for the required right-of-way for this project, please advise this office by signing and forwarding two copies of the enclosed right-of-way certificates to this office.

This project will be on the May 23 letting and it would be most desirable to have the signed certificates by that date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

MEMO TO J. W. NASH
3/23/61

FAS 832, LINCOLN COUNTY

TERMINI: Bridge over Siletz River approximately 4-1/2 miles easterly from Siletz (Siletz River Bridge).

PROPOSED WORK: One concrete bridge 254 feet long.

PROJECT LENGTH: 0.048 mile.

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $105,000 | $63,000 | $21,000 | $21,000 (County) |

EXISTING FACILITY: Through timber truss 229' long, H.C. 15'-8", Vertical Clearance 13'-6", Rate, H-6.

ADJACENT SECTIONS: 18' gravel wearing surface on 22' roadway. Approaches to bridge and removal of old bridge will be done by Lincoln County. Approaches will be constructed to a finished width of 28' and to approved highway department standards.

PROJECT DATA: Construct a 254' long combination steel truss and R.C.D.G. bridge having a horizontal clearance of 24' on an improved alignment easterly from the existing bridge. Lincoln County will construct road approaches to a finished width of 28' and to approved highway dept. standards without federal participation.

| | |
|---|---|
| ROW: | 100' minimum |
| MINIMUM DESIGN STANDARDS: | No exceptions |
| ACCESS CONTROL: | None |
| RR XING: | None |
| SYSTEM ACTION: | None |
| PUBLIC HEARING: | None required |
| UNUSUAL OR COMPLICATED SITUATIONS: | None |

FAS 832 serves small diversified farms and is a log haul, mail, and school bus route.

HSC:mm

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
2/27/61

NOTED
V. R. JONES

Mr. Tom Edwards
OFFICE

Siletz River Bridge
FAS 832, Lincoln County

NOTED
Harold C. Ayers

The subject project has been inspected and found to be consistent with the project as proposed by the County and approved by the Highway Commission.

H S Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

Copy to Ivan Merchant

NOTED

NOTED
H. S. COX

January 20, 1961

NOTED
C. G. [illegible]

Mr. I. R. Huddleston
Lincoln County Engineer
Courthouse
Newport, Oregon

NOTED
Harold C. Ayers

Dear Sir:

I am enclosing the approved base design for the Siletz Bridge Section on the Sams Creek Road, FAS 832. This is recommended for your use in construction of the road connections to the structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

cc: J. D. Walker

NOTED
C. G. SWENSON

RECEIVED
OCT 4 1960
LEGAL DEPT.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED

# LOCATION PROSPECTUS
# SILETZ RIVER BRIDGE SECTION
# FAS 832
# LINCOLN COUNTY

The following prospectus is submitted in regard to the above-mentioned bridge, which is located on FAS 832, 2.9 miles westerly of Logsden at the Junction of FAS 832 and FAS 150. The overall length of the project is 0.10 mile.

This will be a location survey for the purpose of preparing plans and estimates for a new structure across the Siletz River on revised alignment. A detour will not be required.

There have been no prior surveys on this project. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The 1959 ADT is 50 and the projected 1979 ADT is 100. The proposed structure will carry a 24-foot roadway. The county will perform any required work on approach roads and connections and will remove the existing timber truss bridge.

The suggested tentative base design by G. L. Decker is:

| | |
|---|---|
| Wearing Surface | 1¼" |
| Top Course Base | 2 " |
| Bottom Course Base | 12 " |
| Total Depth | 14¼" ? |

Agreements with the County are not necessary.

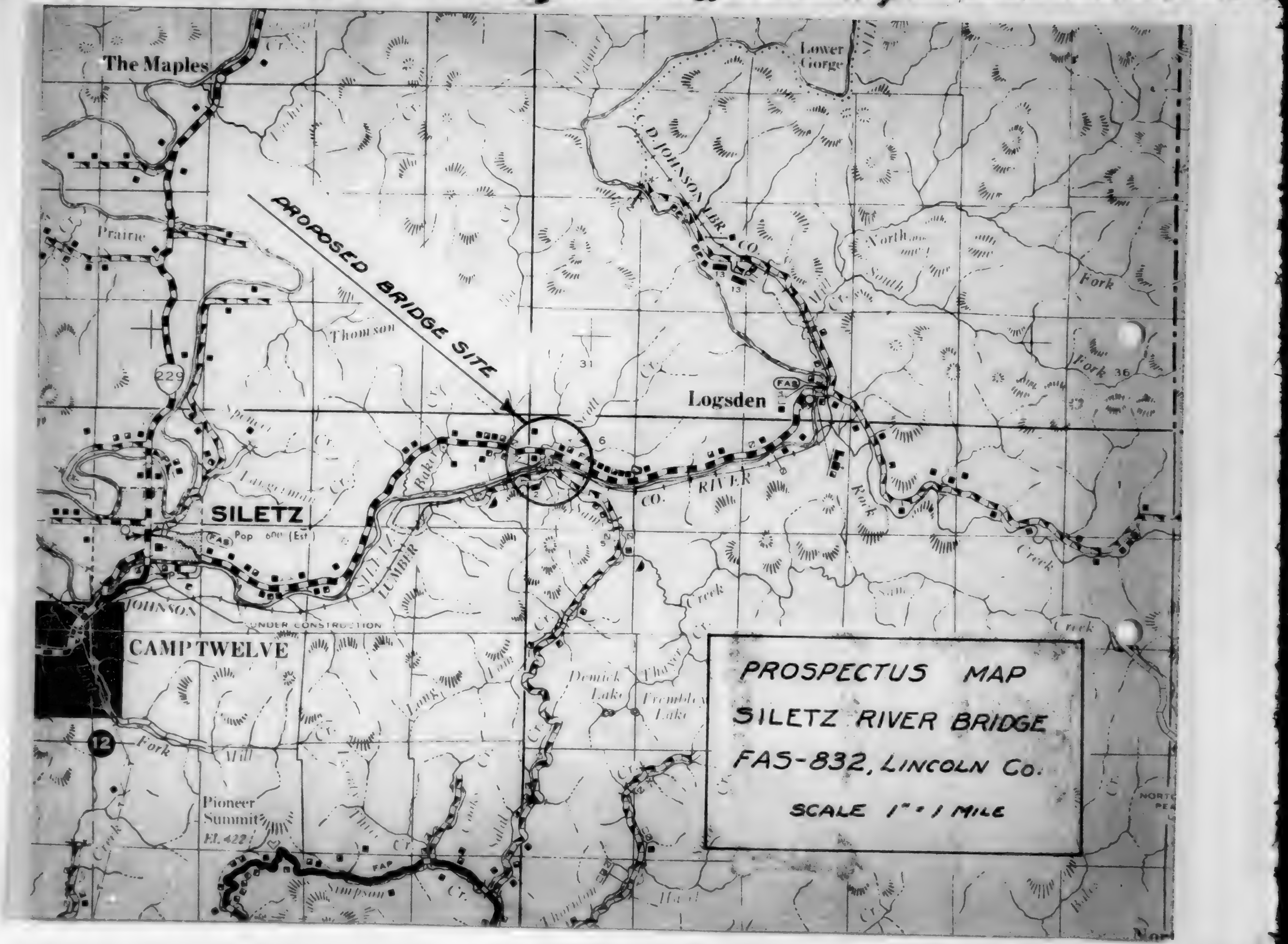
There are no State parks affected by this project.

RECEIVED
OCT 7 1960
ENGINEER
COUNTY & CITY RELATIONS

September 27, 1960

Attachment.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensley
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright


PROSPECTUS MAP
SILETZ RIVER BRIDGE
FAS-832, LINCOLN CO.
SCALE 1" = 1 MILE
PROPOSED BRIDGE SITE
The Maples
Prairie
Thomson
229
Logsden
FAS
C. D. JOHNSON LBR. CO.
Lower Gorge
North
South
Fork
Fork 36
31
6
Rock
Creek
SILETZ
Pop 600 (Est)
SILETZ LUMBER
RIVER
CO.
JOHNSON
UNDER CONSTRUCTION
CAMP TWELVE
12
Fork
Mill
Pioneer Summit
El. 422
Simpson
FAP
Denick Lake
Fremble Lake
Spencer
Baker
Cr.

FORM E-30 80M 2-60 26118

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1960

RECEIVED
ENGINEER
COUNTY & [illegible] ONS

SUBJECT: Authority for Survey
Siletz River Bridge
Lincoln County Road FAS 832

To: Mr. Tom Edwards
Construction Engineer
Department

NOTED
C. G. SWENSON

Herewith for your approval Authority for Survey for the purpose of preparing plans and estimates for contracting the construction of a bridge over the Silets River on Lincoln County Road FAS #832. Attached is a sketch map showing the location of this bridge and a write-up of the work to be performed. This is an approved FAS-C project.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:djb
Attch.
cc: Mr. C. G. Swenson ✓

RECEIVED
[illegible]
COUNTY [illegible] ONS

FORM E-30 50M 2-60 26119

NOTED
C. G SWENSON

NOTED
H. S. COX

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1960

SUBJECT: Siletz River Bridge
Lincoln County FAS 832

NOTED

To: Mr. W. E. Schwartz
Resident Engineer
Oregon State Highway Department
Post Office Box 37
Newport, Oregon

NOTED
Harold C. Ayers

Attached please find a tabulation with map attachment describing an approved bridge construction project on FAS 832 in Lincoln County.

Will you please prepare and submit an Authority for Survey covering the preparatory work for this project and plan on starting this work as soon as construction work will permit.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:djb

Attch.

cc: Mr. C. G. Swenson ✓

RECEIVED
[illegible] 1960
ENGINEER
COUNTY [illegible] OPERATIONS

LINCOLN COUNTY
PROPOSED PROJECT

FAS 832, Siletz River Bridge, $80,000.

The proposed project is to replace the existing timber truss bridge, bearing inventory number 12105, with a concrete bridge on improved alignment. The new bridge will be 24' in width. The county will perform any required work on approach roads and connections and will remove the existing bridge. A detour will not be required.

Comm Approved
8-18-60

60-f
7/26/60

S-480(1) S. Fork, Scappoose Cr. Br., 1961
Watts Rd.
#5980

CM
2444

**OREGON STATE HIGHWAY DEPARTME**

**INVOICE** 5980

NOTED

NOTED

NOTED
DON HARWELL

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10-30-62 | cc-787 | | 505-1054-297 |

INVOICE NUMBER 76753

Columbia County
Courthouse
St. Helens, Oregon

Attn. County Court

NOTED
R. H. PRANGE

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final billing: South Fork Scappoose Creek Bridge, FAS 817, covered by agreement dated September 15, 1961. | | | |
| Original advance deposit | | 3,500.00 | |
| Less amount previously transferred | | 2,800.00 | |
| Balance advance deposit | | | $ 700.00 |
| County share as per attached statement | | 3,083.66 | |
| Less amount previously transferred | | 2,800.00 | |
| | | | 283.66 |
| To be refunded | | | $ 416.34 |

RECEIVED
OCT 30 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ______________________________

A 150 (REVISED 7-60)

NOTED
Harold C. A

NOTED
JOHN D GRAHAM

October 29, 1962

NOTED
DON HARWELL

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available on the South Fork Scappoose Creek Bridge Section of FAS 817, Contract No. 5980, as shown in the enclosed cost statement.

In accordance with an agreement dated September 15, 1961, a refund of $416.84 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Att.

RECEIVED
MAR 26 1962
FOR FILING

5980

March 26, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5980, awarded to George E. Berry, for construction of the South Fork, Scappoose Creek Bridge on Watts Road in Columbia County.

This contract was completed on February 26, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $2,877.79 will be released to the contractor after acceptance by the Commission. The total contract amount is $15,394.10 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. George E. Berry
P. O. Box 311
Beaverton
Oregon

RECEIVED
7 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4940

February 6, 1962

Columbia County Court
Courthouse
St. Helens, Oregon

**Attention:** Mr. John W. Whipple

Gentlemen:

Re: South Fork Scappoose Creek
Contract No. 5980

I have your letter of January 24, together with a letter of January 19 from Mr. Bernard John Otter, regarding debris in the South Scappoose creek below the bridge reconstruction project.

It is the contractor's responsibility to protect from any damage due to his operations and this would include the dropping of debris in a stream which in turn could be carried downstream and deposited on private property.

I can assure you that before the contract is closed out this matter will be resolved to the satisfaction of all concerned.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. George W. Berry
Mr. P. M. Stephenson
Mr. A. E. Johnson
Mr. Robert Shotwell

NOTED
P. M. STEPHENSON

RECEIVED
FEB 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1961
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-480 (1)

5980

November 1, 1961

C. G. Polk
Division Engineer
Bureau of Public Roads
477 N. E. Cottage
Salem, Oregon

Dear Mr. Polk:

Re: South Fork Scappoose Creek
Contract No. 5980
FAP No. S-480(1)

George E. Berry began work on the South Fork Scappoose Creek Bridge Construction Project on Watts Road in Columbia County, Contract No. 5980, FAP No. S-480(1), on October 30, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: D. B. Parkes
Floyd Query ✓
J. W. Nash

NOTED
FLOYD QUERY

RECEIVED
OCT 24 1961
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>10-110 | Form PR-2 (Rev. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | STATE<br>Oregon |
| PROJECT REPORT NO.<br>S 480(1)<br>5980 | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | COUNTY<br>Columbia |
| | | PROJECT NO.<br>S-480(1) |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd.
South Fork Scappose Creek Bridge

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | S-15-61 | 0.01 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 16,810.00 | $ 10,500.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the South Fork Scappoose Creek Bridge, Project No. S-480(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the South Fork Scappoose Creek Bridge, Project No. S-480(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-480(1)

## SOUTH FORK SCAPPOOSE CREEK BRIDGE

## ON THE WATTS ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1961

Type Code 1080
S. Fork Scappoose Cr. Bridge (Br. #13344-A) (Sta. 13+19.02 to Sta. 13+88.98)
(Contract No. 5980)

| | | | |
|---|---|---|---|
| Remove Old Bridge | All Required | | $ 800.00 |
| Furnish Treated Timber Piling | 1,100 lin. ft. | $ 1.30 | 1,430.00 |
| Drive Timber Piles | 20 only | 60.00 | 1,200.00 |
| Class "A" Concrete (17 cu. yds.) | All Required | | 1,300.00 |
| 3' x (20'-25') Prestressed Beams | 30 only | 280.00 | 8,400.00 |
| Metal Reinforcement (1,200 lbs.) | All Required | | 240.00 |
| Treated Timber in Place | 4.25 M-FBM | 450.00 | 1,912.50 |
| | Subtotal | | $ 15,282.50 |
| | 10% Engr. & Cont. | | 1,527.50 |
| | Total | | $ 16,810.00 |

Length of Structure . . . . 0.013 Mile

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 10,500.00 |
| State Funds.. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 3,155.00 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 3,155.00 |
| | $ 16,810.00 |

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
OCT 11 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5980

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 11, 1961

Mr. George E. Berry
P. O. Box 311
Beaverton
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5980, awarded September 21, 1961, for construction of the South Fork Scappoose Creek Bridge on Watts Road in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
H. S. COX

October 2, 1961

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $3,500 for the South Fork, Scappoose Creek Bridge on FAS 817. Contract #5980 has been awarded to George E. Berry, Beaverton, Oregon.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V.R. Jones

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

NOTED
JOHN D GRAHAM

RECEIVED
OCT 18 1961
FOR FILING

| |
|---|
| [illegible] |
| |
| 5980 |

MISC. CONTRACTS
AGREEMENTS

Salem, Oregon
September 26, 1961

Agenda Item 4m-5

FAS Project Agreement
Columbia County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Columbia County covering the South Fork Scappoose Bridge on FAS 817 in Columbia County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 1

FORM E-50 50M 2-61 34397

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
SEP 15 1961

4 m-5
4 m-5

Salem, Oregon
September 5, 1961

SUBJECT: FAS Project Agreement
Columbia County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the South Fork Scappoose Bridge on FAS 817 in Columbia County. Two copies have been executed by the County and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 3/10/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

1 copy in [illegible]

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

(A)
2 COPIES TO BE SIGNED

E. R.

RECEIVED
SEP 27 1961
FOR FILING

[illegible]

5980

September 26, 1961

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County a fully executed copy of an agreement between the State Highway Commission and Columbia County covering the South Fork Scappoose Bridge on FAS 817 in Columbia County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

**OREGON STATE HIGHWAY DEPARTMENT**

**INVOICE**

NOTED
Harold C. Ayers

NOTED
H. S. COX

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 9-22-61 | CC 715 | | 505-1054-297 |

Columbia County
Courthouse
St. Helens, Oregon

Attention: County Court

INVOICE NUMBER 71527

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Advance Deposit | | | $3,500.00 |
| Partial transfer county advance deposit for the South Fork Scappoose Creek Bridge on FAS 817. Covered by agreement dated 9/15/61. | | | 2,800.00 |
| To be retained | | | $ 700.00 |

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUES
Cash Received [illegible]
By

A 150 (REVISED 7-60)

NOTED
V. R JONES

Salem, Oregon
September 21, 1961

Advance Deposit
Columbia County, FAS 817
South Fork Scappoose Creek Bridge

Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

Attached is Columbia County's Warrant No. 6831 in the amount of $3,500 representing the county's advance deposit on the subject project.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

NOTED
JOHN D GRAHAM

NOTED
V. R JONES

Salem, Oregon
September 21, 1961

Mr. R. L. Porter
OFFICE

Advance Deposit
South Fork Scappoose Creek Bridge
FAS 817, Columbia County

Don H.

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
County & City Relations Field Engineer

[illegible]

cc: G. S. Paxson
Ivan Merchant

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 22 1961
FOR FILING
S-480 (1)
6710

**OREGON STATE HIGHWAY DEPARTMENT**
**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
September 21, 1961

To: Mr. R. L. Porter
O F F I C E

**SUBJECT:** Advance Deposit
South Fork Scappoose Creek Bridge
FAS 817, Columbia County

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
Verne R. Jones
County & City Relations Field Engineer

mm

cc: G. S. Paxson ✓
Ivan Merchant

**NOTED**
**G. S. PAXSON**

RECEIVED
SEP 21 1961
STA [illegible] ER

NOTED

NOTED

DH

September 15, 1961

NOTED
JOHN D. GRAHAM

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

On September 13, a bid was received from George E. Berry of Beaverton for construction of the South Fork- Scappoose Creek Bridge on FAS 817. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract:

| | | |
|---|---|---|
| Bid Items | $15,282.50 | |
| Engineering & Contingencies, 12-1/2% | 1,910.31 | |
| Estimated Total Cost - - - - - - - - | $17,192.81 | |
| County Advance Deposit Required<br>20% of $17,192.81 - - - - - - - - - | $ 3,438.56 | or say $3,500 |

Please make this deposit by a check payable to the Oregon State Highway Commission in the amount of $3,500, forwarding same to this office. When this deposit is received a contract can be awarded for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

Advance deposit
received 9-21-61

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 18, 1961

Columbia County Court
~~Courthouse~~
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the South Fork Scappoose Creek Bridge project on FAS 817.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $19,350; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than September 8.

It is presently planned to accept bids for this project on September 13, 1961.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V.R. Jones
V. R. Jones
Field Engineer

VRJ:djb
Encl.

NOTED
V. R JONES

NOTED
C. G SWENSON

June 30, 1961

Mr. H. H. Sharrah
Columbia County Roadmaster
1260 Deer Island Road
St. Helens, Oregon

NOTED
Harold C. Ayers

Dear Mr. Sharrah:

As per our telephone conversation this date we have investigated the right-of-way on the South Fork Scappoose Creek Bridge on FAS 817 and it has been determined that the outside face of the new structure would be approximately four feet inside the existing right-of-way line which would be sufficient working room for construction of this structure; consequently, no additional right-of-way would be required for the FAS project.

The right-of-way descriptions forwarded to you may be of some value to you or the city of Scappoose should additional right-of-way be required for the bridge approaches.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

June 27, 1961

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are five original option forms in quadruplet covering right-of-way to be acquired in connection with the South Fork Scappoose Creek Bridge on the Watts County Road, FAS 817, in Columbia County. Also enclosed are four prints of Map Number 10C-40-6 covering this same area.

Please return a signed or conformed copy of each option to this office so that we may inform our engineers the conditions, if any, on each transaction.

The enclosed options are as follows:

| File No. | Name | Area |
|---|---|---|
| 33600-A | Raymond L. Tennant, et ux | 0.07 acre |
| 33600-B | Mary Van Kirk | 0.04 " |
| 33600-C | Alfred W. Dix, et ux | 0.07 " |
| 33600-D | Forest A. Klum | 0.12 " |
| 33600-E | Barbara Ann Baker | 0.02 " |

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

NOTED
V R JONES

NOTED
C G SWENSON

NOTED
[illegible] C. Ayers

MEMO TO J. W. NASH
6/23/61

FAS 817, COLUMBIA COUNTY

TERMINI: Bridge over South Fork Scappoose Creek approximately 0.04 mile south of the south city limits of Scappoose (S. Fork Scappoose Creek Bridge).

PROPOSED WORK: Construct one 72' concrete bridge.

PROJECT LENGTH: 0.014 mile.

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $25,000 | $15,000 | $5,000 | $5,000 (County) |

EXISTING FACILITIES: Pile trestle bridge 43' long and 19' wide in a deteriorated condition.

ADJACENT SECTIONS:
NORTH END: 18' bituminous surface, 24' roadway.
SOUTH END: 18' bituminous surface, 24' roadway.

PROJECT DATA: Construct a concrete precast, prestressed slab beam span on treated timber piling, 72' long and 26' wide on the same alignment as the existing bridge. County will provide a detour and construct approaches with a bituminous surface 20' wide on a 28' roadway on satisfactory vertical and horizontal alignment.

| | |
|---|---|
| ROW: | 50' minimum. |
| MINIMUM DESIGN STANDARDS: | No exceptions |
| ACCESS CONTROL: | None |
| RR X'ing | None |
| SYSTEM ACTION | None required |
| PUBLIC HEARING | None required |
| UNUSUAL OR COMPLICATED SITUATIONS | None |

ROUTE DATA: Serves suburban, diversified farming and timbered areas. This is a mail, school bus, and milk truck route.

VRJ:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G SWENSON

Salem, Oregon
May 22, 1961

Mr. J. E. Morelock
OFFICE

South Fork Scappoose Creek Bridge
FAS 817, Columbia County

The subject named project has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Ivan Merchant

RECEIVED
APR 7 1961
FOR FILING

3-29-61

# LOCATION PROSPECTUS
# SOUTH FORK, SCAPPOOSE CREEK BRIDGE
# FAS 817, COLUMBIA COUNTY

The following prospectus is submitted in regard to the above-mentioned bridge, which is located approximately 0.10 mile southwesterly of the south city limits of Scappoose on E. M. Watts Road, FAS 817. The overall length of the project is approximately 0.5 mile.

This will be a location survey for the purpose of preparing plans and estimates for a new bridge over the South Fork of Scappoose Creek. The proposed structure will have a horizontal clearance of 26 feet and carry two 10-foot lanes with 3 feet of shy distance each side.

No prior survey has been made. Soils investigations will be conducted. Routine drainage studies will be necessary to provide sufficient waterway to allow unrestricted flow of the South Fork of Scappoose Creek. An economic analysis is not needed at this time.

The existing 1959 ADT is 450 and the projected 1979 ADT is 700. Alignment and grade will remain approximately the same as the existing facility. The typical section will be two 10-foot lanes with 4-foot shoulders. Approaches and road construction will be done by the county. Traffic during construction will be detoured over adjacent roads. Bridge removal, without salvage, will be included in the contract.

This is a two-lane county road with no control of access.

The suggested tentative base design by G. L. Decker is:

| | |
|---|---|
| Wearing Surface | 1¼" |
| Top Course, Base | 2 " |
| Bottom Course, Base | 12 " |
| Total Depth | 15¼" |

(Base design subject to change upon completion of soils investigation.)

Agreement will be necessary with Columbia County.

NOTED
FORREST COOPER

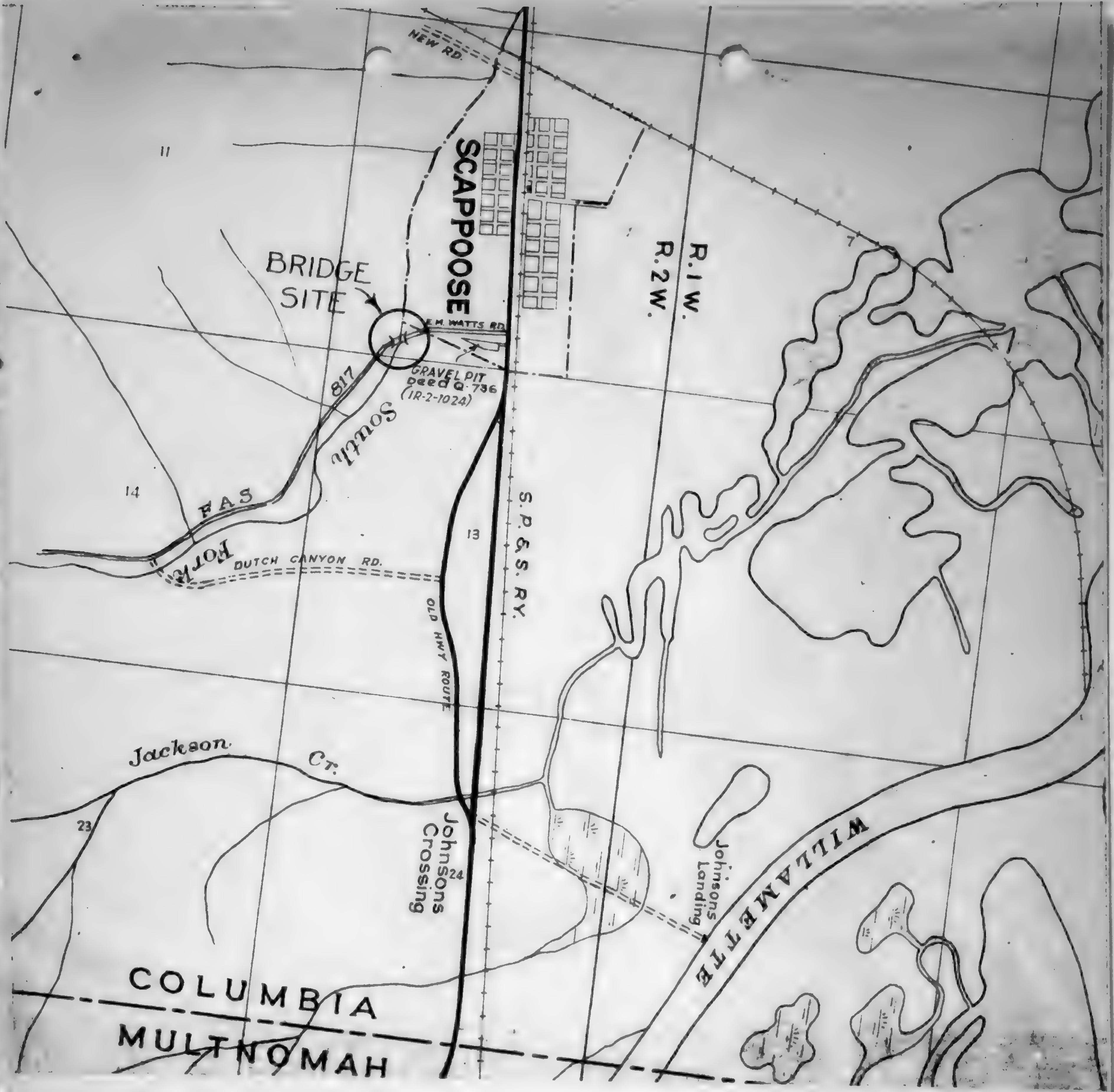
There are no State parks or roadside rest areas affected.

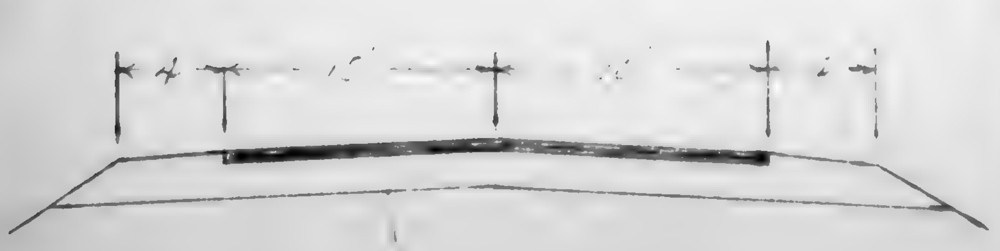
March 27, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)

RECEIVED
[illegible] 1961
STATE [illegible] ENGINEER


NEW RD.
11
SCAPPOOSE
BRIDGE SITE
E.M. WATTS RD.
GRAVEL PIT
Deed Q-736
(1R-2-1024)
817
South
FAS
Fork
14
DUTCH CANYON RD.
13
S.P. & S. RY.
OLD HWY ROUTE
R.1W.
R.2W.
7
Jackson Cr.
23
Johnsons Crossing
24
Johnsons Landing
WILLAMETTE
COLUMBIA
MULTNOMAH



# PROSPECTUS MAP

SOUTH FORK SCAPPOOSE CR. BR.

FAS 817

COLUMBIA COUNTY

Scale 1" = 2000'

1961

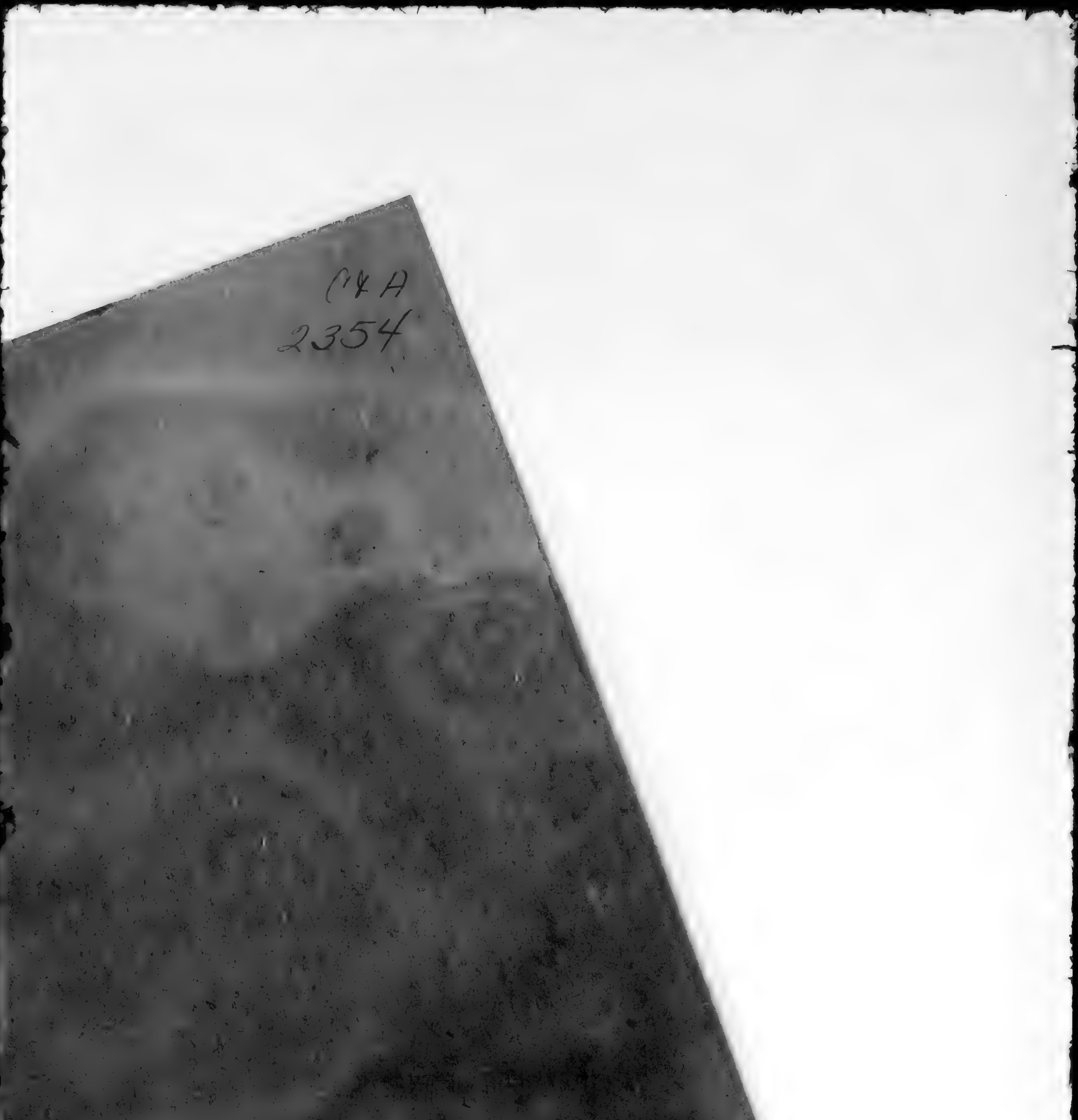
2-16-61

PROPOSED PROJECT
COLUMBIA COUNTY

FAS 817, Dutch Canyon Road: South Fork Scappoose Creek Bridge, State Inventory #13344, $18,000. The proposed project is to replace the existing pile trestle with a new bridge 26' in width. Removal of the old bridge will be included in the contract and salvaging of the materials will not be required. Any roadwork in connection with the project will be constructed by the county and there will be no change of alignment at the structure site. The road at the site will be closed to traffic which will be detoured over adjacent roads. This bridge is situated near the south city limits of Scappoose.

61-b
2/16/61 Approved 3-10-61

S-476(1) Shasta Way-S. 6th St. Sec., 1961
Klamath Falls-Malin Hwy.,
#5981 S. E. of Klamath Falls


C4A
2354

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
DON HARWELL

August 29, 1962

Klamath County Court
Courthouse
Klamath Falls, Oregon

Contract 5981
Project [illegible] 476(1)

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available on the Shasta Way-South Sixth Street Section of FAS 415, Contract No. 5981, as shown in the enclosed cost statement.

In accordance with an agreement dated September 15, 1961, a refund of $2,075.25 is due the county. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

NOTED
JOHN D. GRAHAM

VRJ:mm
Encl.

cc: Mr. John H. Creed, County Engineer

**OREGON STATE HIGHWAY DEPARTME[illegible]**

**INVOICE**

NOTED [illegible]
H. S. C.

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 8-28-62 | CC 781 | | 518-1092-297 |

NOTED
DON HARWELL

INVOICE NUMBER
75959

Klamath County
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing: Shasta Way-South Sixth Street Section, FAS 415.<br>Covered by agreement dated September 15, 1961. | | | |
| Original advance deposit | | $14,000.00 | |
| Less amount previously transferred | | 11,000.00 | $3,000.00 |
| County share as per attached statement | | $11,921.75 | |
| Less amount previously transferred | | 11,000.00 | 921.75 |
| To be refunded | | | $2,078.25 |

RECEIVED
AUG 29 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOW[illegible] REQUEST
[illegible]
By

A 150 (REVISED 7-60)

RECEIVED
FEB 13 1962
FOR FILING

Shasta Way-South 6th Street
Contract No. 5981

January 25, 1962

# FINAL COST ANALYSIS
Paving
Contractor: Page Paving Co.
Resident Engineer: W.R. Meritt

Klamath Falls-Malin Highway
Prefix No. 518-1092

| Item | Quantity | Unit | Unit Bid | Unit Cost | Total Cost | Gross Revenue |
|---|---|---|---|---|---|---|
| 3/4"-0 Mat'l in Shoulders | 360 | Cu.Yd. | 4.75 | 4.21 | 1,517.23 | 1,710.00 |
| Sprinkling | 10 | M-Gal. | 4.00 | 2.70 | 27.03 | 40.00 |
| Class B Asphaltic Concrete | 6,428.59 | Ton | 8.60 | 6.65 | 42,744.41 | 55,285.87 |
| Asph. Traffic Mkrs. Type L | 2,731.9 | Lin. Ft. | 0.90 | 0.16 | 429.45 | 2,458.71 |
| 1-1/2" Electrical Conduit | 100 | Lin. Ft. | 3.00 | 1.80 | 180.00 | 300.00 |
| Conc. Curbs & Stone Footpath | 100% | All | 350.00 |  | 234.18 | 350.00 |
| EW#1 Flagging |  |  |  |  | 238.54 | 126.61 |
|  |  |  |  |  | $45,370.84 | $60,271.19 |

| | |
|---|---|
| Gross Revenue | $ 60,271.19 |
| Total Cost | 45,370.84 |
| Net Profit | $ 14,900.35 |

Net Profit equals 24.7% of Gross Revenue

NOTED
FORREST COOPER

RECEIVED
FEB 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

## DETAIL OF COST - Contract No. 5981

| | | |
|---|---|---|
| Labor: | | |
| Labor | $ 4,821.09 | |
| Labor Insurance including Health, Welfare & Pension | 794.95 | $ 5,616.04 |
| Materials: | | |
| 85-100 Asphalt | 10,128.45 | |
| Aggregates | 18,596.81 | 28,725.26 |
| Equipment Rental and Miscellaneous Supplies: | | |
| Equipment Rental, Owned | 4,380.34 | |
| Equipment Rental, Hired | 4,120.75 | |
| Gas, Oil and Grease | 350.43 | |
| Fuel Oil (for heating) | 837.54 | |
| Bond | 360.87 | |
| Small Tools and Miscellaneous Supplies | 87.60 | |
| Home Office and General Overhead | 477.83 | 10,615.36 |
| Subcontract on Curbs, Foot path, and Electrical Conduit | 414.18 | 414.18 |
| TOTAL COST | | $ 45,370.84 |

## Remarks - Contract No. 5981

This was a "Federal Aid Secondary Project" calling for the construction of 0.68 mile of asphaltic concrete pavement on the Klamath Falls-Malin Highway between Shasta Way and South Sixth Street in Klamath County. The project was bid September 13th, awarded September 22nd. Work started September 28th and was completed November 8, 1961.

George Stacy, being the supplier of aggregates, started crushing from his gravel pit, located on Stukel Mountain, on September 28th but had difficulty meeting the required specifications. After several screen changes he was able to start producing aggregates again October 10th, completing the crushing during the week of October 23rd.

The prime contractor, having his paving plant set up to pave the Air Base, moved in two paving machines, one 12-ton rubber-tired roller, one 10 - 12-ton 3-leg roller, one 3-wheel tandem and one 8 - 10-ton tandem roller and started paving October 25th, working two days and completing the base course. He then moved the equipment back to the Airport to do other work moving back November 1st to complete the top course.

The contractor shows a low cost on the traffic markers due to laying with a machine enabling him to complete the 2731.9 feet in not quite a day and a half. All work was completed November 8, 1961.

The contractor shows a high profit due to a high bid and good production.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
DEC 12 1961
FOR FILING

5981

December 11, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5981 for paving the Shasta Way-South 6th Street Section of the Klamath Falls-Malin Highway in Klamath County was completed by the contractor, Page Paving Co., on November 8, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $1,804.34 will be released to the contractor on or after December 18, 1961. The total contract amount is $60,271.19, of which amount $126.61 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Page Paving Co.,
P. O. Box 2206
Salem
Oregon

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FORM E-156
V 28 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

| |
|---|
| -476 (1) |
| |
| 5981 |

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 28, 1961

Page Paving Company
P. O. Box 2206
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

**Contract No. 5981, awarded September 22, 1961, for paving on the Shasta Way-South 6th Street Section of Klamath Falls-Malin Highway, Klamath County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

jmc

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 25, 1961

Section Shasta Way- South Sixth Street

Kind of work Paving

Highway K. Falls-Malin County

Section prefix 518-10,2

Contractor Pace Paving Co.

Contract number [illegible]

Date of contract September [illegible], 1961

Specified work days [illegible]

Date work started September [illegible], 1961

Work days used 27

Project authorization . . . . . . $[illegible]

Exclusive of engineering . . . . . $[illegible]

Per cent of time elapsed [illegible]0.00 %

Estimated cost of completed project, exclusive of engineering . . . . . . . . . . . . . . $60,271.[illegible]8

Estimated per cent overrun or underrun . . . . . . . . . . . . . . . . . Underrun 5.4[illegible] %

Per cent of contract completed, based on estimated cost . . . . . . . . 100 %

Engineering authorization . . . . . $4,[illegible]

Engineering cost to date $4,852.38, 98.23 %

Date project was completed November 8, 1961

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| - | - | - | - | - | 100 | - |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate and supporting data for this project was completed and submitted to Division office this week.

-- Final Report --

Completion Date: November 8, 1961

CONSTRUCTION DIVISION
RECEIVED
NOV 28 1961
NOTED-- ☐ ☐

Noted
M. N. Juve

Signed W. Reid Merritt

Address P.O. Box 1330 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | | | 0.68 |
| Miles partially completed | | | | | 0.68 |
| Miles completed | | | | | 0.68 |
| Total estimated quantities (contract) | | | | | 6600.00 Tons |
| Total quantities corrected to date | | | | | 6428.59 Tons |
| Estimated quantities moved or placed to date | | | | | 6428.59 Tons |
| Average daily quantities | | | | | 0.00 Tons |
| Average daily quantities necessary to complete project on time | | | | | 0.00 Tons |
| Number shifts per day | | | | | 0 |
| Hours per shift | | | | | 0 |
| Average force on project for week | | | | | 0 |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Cloudy A.M.<br>Snow Flurries P.M. | | |
| Monday | Cloudy-Snow Flurries | | |
| Tuesday | Cloudy-Snow Flurries | | |
| Wednesday | Overcast<br>Light rain | | |
| Thursday | Rain A.M.<br>Cloudy-Windy P.M. | | |
| Friday | Snow | | |
| Saturday | | | |

RECEIVED
NOV 22 1961
FOR FILING
116 (1)
5981

November 21, 1961

CERTIFIED MAIL

Page Paving Company
P. O. Box 2206
Salem, Oregon

Gentlemen:

Attached is your Certified Check No. 413 in the amount of $3,100.00, which you submitted as a proposal guaranty with your low bid on the Shasta Way-S. Sixth St. Section job in Klamath County, on which bids were received September 13, 1961.

As this contract, No. 5981, has been fully executed, we are returning your deposit to you.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. John Herr
fp

RECEIVED
OCT 24 1961
FOR FILING

| | |
|---|---|
| MONTHLY TRANSACTION NO. 10-111 | |
| PROJECT REPORT NO. 4 | |

5991

Form Approved; Budget Bureau No. 41-R2089

PR-2
(Rev. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

## FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-20-61

| | |
|---|---|
| STATE | **Oregon** |
| COUNTY | **Klamath** |
| PROJECT NO. | **S-476(1)** |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 1 mi. S.E. Klamath Falls, East
(Shasta Way-Sixth St. Section)

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-5-61 | 0.7 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 67,925.00 | $ 42,700.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. C. Polk
(Division Engineer)
By: RCW
R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Shasta Way-South 6th Street Section, Project No. S-476(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Shasta Way-South 6th Street Section, Project No. S-476(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-476(1)

## SHASTA WAY-SOUTH 6TH STREET SECTION OF THE KLAMATH FALLS-MALIN HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1961

Type Code 6201
**Roadway** (Sta. 194+20 to Sta. 229+96.17)(Contract 5981)

| | | | |
|---|---|---|---|
| 3/4" - 0 Material in Shoulders | 300 cu. yds. | $ 4.75 | $ 1,425.00 |
| Sprinkling | 10 M-gals. | 4.00 | 40.00 |
| Class "B" Asphaltic Concrete | 6,600 tons | 8.60 | 56,760.00 |
| Asphaltic Concrete Traffic Markers, Type "L" | 2,050 lin. ft. | 0.90 | 1,845.00 |
| 1 1/2-inch Electrical Conduit | 110 lin. ft. | 3.00 | 330.00 |
| Concrete Curb and Stone Footpath | All Required | | 350.00 |
| | | | $ 60,750.00 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 1,000.00 |
| | Subtotal | | $ 61,750.00 |
| | 10% Engr. & Cont. | | 6,175.00 |
| | Total | | $ 67,925.00 |

Length of Road . . . . . . . . . . . . . . 0.681 mile

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 42,700.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 12,612.50 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 12,612.50 |
| | $ 67,925.00 |

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

September 28, 1961

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

This is to acknowledge receipt of your advance deposit in the amount of $14,000 for the Shasta Way-South 6th Street Section of FAS 415. Contract #5981 has been awarded to Page Paving Company, Salem, Oregon.

Enclosed is a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

NOTED
JOHN D. GRAHAM

**OREGON STATE HIGHWAY DEPARTMEN**[illegible]

## INVOICE

NOTED
Harol[illegible] Ayers

NOTED
H. S. COX

| | | | |
|---|---|---|---|
| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
| 9-25-61 | CC 717 | | 518-1092-297 |

INVOICE NUMBER
71544

Klamath County Court
Courthouse
Klamath Falls, Oregon

Attention: J. R. Kalinoski, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
JOHN D. GRAHAM

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Advance Deposit | | | $14,000.00 |
| Partial transfer county advance deposit for Shasta Way-South Sixth Street Section of FAS 415. Covered by agreement dated 9/15/61. | | | 11,000.00 |
| To be retained | | | $ 3,000.00 |

NOTED
R. H. PRANGE

RECEIVED
SEP 25 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $______________

By______________________________

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

Salem, Oregon
September 23, 1961

NOTED
V. R. JONES

Mr. R. L. Porter
OFFICE

Advance Deposit
Shasta Way-South 6th Street Section
FAS 415, Klamath County

NOTED
V. R. JONES

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Verne R. Jones
County & City Relations Field Engineer

cc: G. S. Paxson

NOTED
JOHN D. GRAHAM

**KLAMATH COUNTY ROAD DEPARTMENT**

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
Harold C. Ayers

RECEIVED
SEP 22 1961
ENGINEER
COUNTY & CITY RELATIONS

September 21, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County-City Relations Department

Gentlemen:

Enclosed is a warrant in the amount of $14,000.00 drawn on the Klamath County Road Department funds. The warrant is being forwarded as the twenty percent (20%) estimated cost of the County Federal Aid Secondary project to pave the Shasta Way-South Sixth Street section of the Klamath Falls East Side By-pass.

I would be grateful if you would acknowledge receipt of this letter and the enclosed warrant.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl
Enc.

Co. warrant No. 5786 for $14,000
retained in Secty's office
to be sent to Acctg Div.
F.E.

RECEIVED
SEP 2[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
JOHN D. GRAHAM

September 15, 1961

File

Klamath County Court
Courthouse
Klamath Falls, Oregon

DH

(FAS 415)

NOTED
JOHN D. GRAHAM

Gentlemen:

On September 13, a satisfactory bid was received from Page Paving Company of Salem for construction of the Shasta Way-South 6th Street Section of the Klamath Falls-Malin Highway. As per agreement between the County and State, the following advance deposit is required of the county prior to awarding of the contract:

| | |
|---|---|
| Bid Items | $60,750.00 |
| Anticipated Additional Item (Flagging) | 1,000.00 |
| Engineering & Contingencies, 12-1/2% | 7,718.75 |
| Estimated Total Cost - - - - - - - - | $69,468.75 |

County Advance Deposit
20% of $69,468.75 - - - - - - - - - - $13,893.75 or say $14,000

Please make this advance deposit by means of a check in the amount of $14,000 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

Kalinoski called 9-21-61 to say that the $14,000 check is on the way

VRJ:mn

cc: Mr. J. R. Kalinoski, County Engineer

RECEIVED
OCT 16 1961
FOR FILING

[illegible]

5941

MISC. CONTRACTS and
AGREEMENTS No. 2354

September 27, 1961

Agenda Item 5k-3

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of a Throughway Agreement between the State Highway Commission and Klamath County covering construction on Shasta Way-South Sixth Street Section of the Klamath Falls-Malin Highway in Klamath County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

FORM E-30 50M 7-60 29395

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
SEP 15 1961

5k-3

5k-3

Salem, Oregon
August 7, 1961

SUBJECT: Throughway Agreement
Shasta Way-S. Sixth Street Section
Klamath Falls-Malin Highway
Klamath County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been executed by the Court and the project is now ready to be presented to the Highway Commission for their approval. Both copies require your signature of approval.

The project was previously approved by the Highway Commission on 3/10/61.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:djb
Att.

Ⓐ
2 COPIES TO
BE SIGNED

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

APPROVED BY HIGHWAY COMMISSION
DATE 3.10.61 Min page 33070 + 5.26.61 min page 33083

Secretary

M

RECEIVED
SEP 27 1961

FOR FILING

[illegible]

5971

September 26, 1961

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing for the records and files of Klamath County a fully executed copy of an agreement between the State Highway Commission and Klamath County covering the Shasta Way-South Sixth Street project of the Klamath Falls-Malin Highway in Klamath County, (FAS 415).

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
SEP 20 1961
FOR FILING

[illegible]

5981

Salem, Oregon
Sept. 19, 1961

Mr. John Herr
Accounting

We have in the safe the following checks submitted as proposal guaranties with bids at the letting of September 18, 1961:

Contract No. 5957 - Richland Sand Shed in Baker County. Cashier's Check #14410 in the amount of $604.18 submitted by Lloyd C. Spikes Construction and Weber English, low bidder.

Same contract - Certified check No. 121 in the amount of $627.58 submitted by John Burlew, second low bidder.

Certified Check No. 413 in the amount of $3,100.00 submitted by Page Paving Company on the Shasta Way-S. Sixth St. Section job in Klamath County, low bidder. (Award not made as yet).

These are the only checks we have in the safe at the present time.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Dorothy Cook
fp

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 8, 1961

Mr. J. R. Kalinoski
County Engineer
Klamath County Road Department
County Court House
Klamath Falls, Oregon

NOTED
J. JONES

Dear Mr. Kalinoski:

Reference is made to your inquiry of August 4 regarding the contracting of Shasta Way-South Sixth Street project on the Klamath Falls-Malin Highway.

This job is scheduled for opening of bids on September 13. Award of the contract, provided a suitable bid is received, will be considered by the Highway Commission at their meeting September 15.

The above is true predicated on the assumption that we will be able to certify to the Bureau of Public Roads that the work done by the County previously conforms with the design and stability requirements.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
Victor D. Wolfe
H. S. Cox
R. L. Porter

RECEIVED
AUG 9 1961
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
August 7, 1961

NOTED
V. R. JONES

~~FAS Project~~ Agreement
Klamath County

Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Shasta Way-South Sixth Street project of the Klamath Falls-Malin Highway (FAS 415) in Klamath County. Two copies of the agreement have been executed by the Court and are now ready to be presented to the Highway Commission for their approval. Both copies require your signature of approval.

The project was previously approved on 3/10/61/.

John D. Graham
County & City Relations Office Engineer

JDG:djb
Att.

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

August 4, 1961

Mr. John D. Graham
County and City Relations Office Engineer
Oregon State Highway Department
Salem, Oregon

Dear John:

I am sending you the fully executed copies of the revised throughway agreement and the finance agreement for the Shasta Way-South Sixth Street project on the Klamath Falls-Malin Highway. After the signatures of the Highway Commission have been affixed, please send one fully executed copy of each agreement to me and I will see that they are properly recorded in the office of thd Klamath County Clerk.

I would like to be formally advised of the date of the bid letting for the surfacing of this particular project. I have been given to understand that the bid will be let on September 12 and awarded on September 13. If this is true, I would appreciate being so advised.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

CONSTRUCTION DIVISION
RECEIVED
AUG 7 1961
NOTED-- ☐ ☑ ☐ ☐ ☐

RECEIVED
AUG 7 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 8 1961
FOR FILING

5-476 (1)

5 [illegible]

August 7, 1961

Mr. J. R. Kalinoski, County Engineer
Klamath County Road Department
Courthouse
Klamath Falls, Oregon

Dear Mr. Kalinoski:

Reference is made to your letter of August 4, pertaining to the problem of a binder shot of asphalt on the Shasta Way-South 6th Street Section of the Klamath Falls-Malin Highway and requesting assurance that bids will be opened on September 12 for the surfacing of this project.

Your letter has been referred to our Construction Engineer, Mr. Tom Edwards, for reply.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards - Will you please make the appropriate reply to Mr. Kalinoski's letter, a copy of which is attached.

**KLAMATH COUNTY ROAD DEPARTMENT**
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

August 4, 1961

Mr. Victor Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

Klamath County has agreed to apply a binder shot of asphalt cement on the Shasta Way-South Sixth Street section of the Klamath Falls-Malin Highway now under construction. This is in addition to work that we had originally agreed to complete prior to the award of a contract by the Highway Commission for the asphaltic surfacing portion of this project. It is my understand that this action on our part will relieve the contractor of this responsibility, and thus will reduce the resulting expenditure from County Federal Aid Secondary funds which are being used to finance the asphaltic surfacing.

I am concerned about one matter however, concerning the recently adopted policy of the Highway Department which precludes a bid letting if the project is not completely ready for the services of the successful bidder. As stated above, Klamath County will apply the binder shot of asphalt cement, but we will not be able to make this application until later in the month of August. This is necessary because our construction crews are working in the neighborhood of Lake of the Woods, and will not be available for this work until some time later this month.

I would like to be assured that this circumstance will not preclude the advertising of the bids for the surfacing of this project, and I would also like to be assured that the bids will be opened on September 12 as planned even though the binder shot is not to be applied until later this month.

Very truly yours,

J. R. Kalinoski
County Engineer

NOTED
V. D. WOLFE

JRK:mjl

RECEIVED
AUG - 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
H. C. Ayers

ACG KFL 12 8-3-61 10:21AM

H S COX

KLAMATH COUNTY WILL PLACE BINDER ON SHASTA WAY-SOUTH SIXTH ST PROJECT.

W REID MERRIT

REM

-:.

RECEIVED
AUG 3 1961
ENGINEER
COUNTY & CITY RELATIONS

-167

FORM

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH [illegible] FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
AUG 9 1961
FOR FILING

5221

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 1, 1961

Mr. J. R. Kalinoski
County Engineer
Klamath County Courthouse
Klamath Falls, Oregon

Dear Sir:

Tests have been completed indicating the suitability of the material used for the surfacing of the Shasta Way-South Sixth Street Section in Klamath Falls. For your information, I might advise you that the material barely passes the liquid limits tests.

The section should be completed with a two-inch leveling course over the pitrun gravel base, and I would recommend that a binder be applied. This should be RC-3 applied at the rate in the range of 0.37 to 0.50 gallon per square yard. The amount to be applied in this range is subject to your judgment as to the amount the finished leveling course will accept.

A blotter course of 3/4"-0 should be applied. It would not be detrimental to allow traffic on the binder course. However, since no signs or stripes will be in place, I leave this last to your judgment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

TE:fp

cc Forrest Cooper
Victor D. Wolfe

NOTED
FORREST COOPER

RECEIVED
AUG 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
—
COURT HOUSE
KLAMATH FALLS, OREGON

NOTED

July 18, 1961

RECEIVED
JUL 21 1961
ENGINEER
COUNTY & CITY RELATIONS

Mr. Victor Wolfe
Administrative Assistant
Oregon State Highway Department
Salem, Oregon

Dear Mr. Wolfe:

Recently there seems to have developed a distinct lack of communication between the Highway Department and this office, especially as it concerns the construction of the East Side By-Pass in Klamath Falls. I refer specifically to two separate instances which are elaborated upon below.

NOT
JOHN D. G

First, the base design on the East Side By-Pass was altered on June 20 to increase the depth of leveling course rock on the section that is now being constructed from 2 inches to 4 inches. This major change in the design of the road section, which constitutes an increase in the cost of the construction of between $8,000.00 and $10,000.00, was not brought to my attention until about two weeks after the change had been made. As a matter of fact, I was notified in an informal telephone conversation with Reid Meritt, your Resident Engineer in Klamath Falls, and I did not receive a copy of the altered base design until I personally solicited a copy of the design on Monday, June 10. Although I personally do not agree with the redesigned geometrics of the roadway section and have formally requested a reevaluation of this modified design, Klamath County will construct the roadway section to meet the design standards of the Highway Department. However, the apparent lack of communication has worked a hardship upon us and our supplier for the aggregate in the leveling course, and had we been notified immediately of the change in the base design, I feel that these hardships could have been eliminated.

On Friday, July 7, I received a telephone call from Vern Jones in the County City Relations Office telling me that the surfacing of this particular project would not be let in a contract on Thursday, July 27, as had been originally planned. The reason, as it was given to me, for delaying the job contract was "the specifications would not be ready in time for the bid letting." This news was not disturbing because the method we are using to construct this roadway section and the resulting delay of approximately 30 days in the contract letting for surfacing would give us ample time to have the project completed and ready for the contractor to place the asphaltic surfacing.

However, on Monday, July 10, when I appeared in the office of the Construction Engineer and had a conversation with Mr. Young, I was informed that the reason for delaying the contract letting was a result of the new policy recently adopted by the Highway Department which designated that no project will be advertised for letting until all parts of the project were ready to receive the services of the successful bidder. As a result of this information, which I again personally solicited, we have altered our work schedule to speed up the operations on this project in an attempt to have the project completed and ready for the services of the successful bidder by the first week in August. However, in the event of unforeseen difficulties, and as I understand this new policy, it is entirely possible that we may be delayed as much as one week which could mean that this particular project will not be let at the next bid opening following the July 27 date. If I had been notified of this change of policy at the time of the change, I have no doubt that we could have had the project fully prepared in ample time to meet the standards required by the policy. It appears apparent, then, that this obvious lack of communication may result in necessary actions that will be detrimental to a completion of this project according to our original schedule.

I wish to convey to you that I am not writing this lettdr in an attempt to embarass anyone or any department associated with these instances. No do I have any malicious or facetious intentions concerning this matter. My only reason for bringing this matter to your attention at this time, is solely for the purpose of attempting to avoid a duplication of this problem in the future. It is entirely possible that some part of the reason for this lack of communication may lie with me and therefore, I would like to discuss this matter with you personally. I do not desire to carry this matter to anyone other than yourself, hoping that the matter can be straightened out with no difficulty and no embarassment to any person or persons.

I will hope to hear from you in the near future.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

NOTED
Harold C. Ayers

NOTED
H. S. COX

July 17, 1961

NOTED
V. R. JONES

Mr. Jack Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

file

Finance & Thruway Agreements
FAS 415 (Hwy #50)

Dear Sir:

Enclosed are two copies of an agreement in connection with the Shasta Way-South Sixth Street East Side By-pass of the Klamath Falls-Malin State Primary Highway No. 50 in Klamath County.

This agreement covers, among other things, State and County participation in costs and provides for an advance deposit to be made by the County after the low bid has been determined and prior to the award of a contract. The estimated total cost of this project, including engineering and contingencies, is $75,150; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

Sets of plans and specifications will be sent to you as soon as they are available.

If satisfactory, please have the County Court sign, have the County Clerk attest, with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the County's records.

Also enclosed are two copies of a throughway agreement covering closure of certain streets on this project.

Will you please present this agreement to the Court together with the finance agreement, and if approved, have both copies signed, attested and sealed, and also return both signed copies to this office with the finance agreement. One fully executed copy of the throughway agreement will also be returned for the County's files.

Very truly yours,

W. C. Williams
State Highway Engineer

By: V. R. Jones
County and City Relations Field Engineer

VRJ:mm
Encl.
cc: L. H. Young

NOTED

NOTED
H. S. COX

**KLAMATH COUNTY ROAD DEPARTMENT**
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

RECEIVED
JUL 12 1961
ENGINEER
COUNTY & CITY RELATIONS

CONSTRUCTION DIVISION
RECEIVED
13 1961
NOTED

July 11, 1961

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Edwards:

While in Salem yesterday I had a conversation with Mr. L. H. Young who is, I believe, Assistant Construction Engineer in your department. Mr. Young and I talked about two conditions concerning the East Side By-Pass in Klamath Falls, one being the delaying of the contract letting for the surfacing on the Klamath Falls East Side By-Pass, and the second being the decision to double the depth of leveling course aggregate on the By-Pass.

On Friday of last week I received a telephone call from Vern Jones in the County-City Relations Department and Mr. Jones informed me that the proposed bid letting for surfacing had been pulled from the July 27 bid letting date because "the specifications could not be worked up in time". However, Mr. Young informed me that this was not true but that the reason for pulling the project was based upon a new policy recently adopted by the Highway Department, which states that no project will be advertised for bids unless it is completely ready to receive the work of the successful bidder. This is to inform you that it is our intention to have the base and leveling course aggregates in place on the road by August 4, 1961, and I assume that this time table will not cause a delay which may preclude a bid letting date late in August. Please advise me if I am incorrect in this assumption.

Apparently the decision to double the volume of leveling course rock to be placed on this highway is based upon the gradation contained in the material being used as "pit run base". As far as I can ascertain, this is a standard derived by the department to insure that sufficient fine aggregate will remain in the leveling course when it is placed above pit run base material. I explained to Mr. Young that this increase in the volume of leveling course rock will amount to $8,000.00 to $10,000.00 of increased cost to us in the construction. I suggested that at the time we have completed the placing of the course aggregate in the base on the roadbed that this decision be re-evaluated

Copies to Wolfe Anderson
Dockery
[illegible]

on the basis of an analysis of the material on the roadbed. Mr. Young assured me that such a re-evaluation would be made and this letter is simply to confirm our conversation and the results of the conversation.

I might add that I feel confident in my own mind that because of the manner of construction and the method that is being used to place the course aggregate on the roadbed, an analysis of the material, after it has been placed, will prove that an additional two inches of leveling course would not be necessary. I sincerely hope that your investigation, when it is made, will bear out this contention.

Thank you for your attention to this matter.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl

**KLAMATH COUNTY ROAD DEPARTMENT**

OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

July 5, 1961

Mr. Clarence Swenson
County City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Clarence:

On June 23, 1961 you called me to tell me that on July 25, 1961 the Highway Commission will let a bid for the asphaltic surfacing of the South Sixth Street-Shasta Way section of the Klamath Falls East Side By-Pass. It is my understanding that the specifications will state that the project will be available for work by the contractor on completion of the construction of the base rock by the Klamath County Road Department.

It appears now that the Klamath County Road Department will have the base rock and the leveling course rock on this section of the highway and fully prepared for the construction of the asphaltic paving by August 15, 1961. Accordingly I would have no objection if you were to include in the job specifications that this date is an anticipated date that the contractor could begin his work.

I hope that this will be of some assistance to you.

Very truly yours,

JRKalinoski
J. R. Kalinoski
County Engineer

JRK:mjl

RECEIVED
JUL 6 1961
ENGINEER
COUNTY & CITY RELATIONS

Refer all inquiry regarding this project to L H Irving.
Si. Co.

FORM E-30 50M 7-59 22124

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1961

**To:** C. G. Swenson
County-City Relations Engineer

**SUBJECT:** Construction and improvement of the Klamath Falls-Malin Highway, State Primary Highway No. 50
Klamath County

OFFICE

NOTED

Enclosed please find six copies of the FAS Agreement with Klamath County. Only one copy has an exhibit. It is understood that your office will furnish all the necessary exhibits.

Additional copies are available in this office.

Jacob L Sollis
J. L. Sollis
Staff Attorney

JLS:ckr
Att.

NOTED
JOHN D GRAHAM

RECEIVED
JUL 6 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUN 26 1961

FORM E-30 50M 7-60

FOR FILING

S-498 (1)

[illegible]

5051

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1961

SUBJECT: Throughway Agreement
Shasta Way-South Sixth Street Section
Klamath Falls-Malin Highway
Klamath County

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

APPROVED
Asst. Const. Engr.

NOTED

RECEIVED
JUN 26 1961
FOR FILING

(S-4726(1)

5981

Salem, Oregon
June 23, 1961

Throughway Agreement
Shasta Way-South Sixth Street Section
Klamath Falls-Malin Highway
Klamath County

Mr. L. I. Lindas
Chief Counsel
OFFICE

2
7-23

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any you need for your files. Copies of the exhibit are also attached.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

KLAMATH COUNTY
PROPOSED PROJECTS

State FA project on K Falls-Malin Hwy using Co Rd Fas funds. Not in the Co. prog.

FAS 415: Shasta Way-South 6th Street Section, 0.77 mile, paving, $75,000.

The proposed project is to construct two 24' travel ways with variable 4' to 10' shoulders and variable 4' to 16' median. Wearing surface shall consist of 3-1/2" of asphaltic concrete paving laid on asphaltic binder course.

Klamath County is presently engaged in grading this section to an 84' wide subgrade. County will also base the project through the leveling course and the estimated date for completion of the leveling course is July 1, 1961.

Klamath County is very desirous of paving completion during 1961 construction season.

FAS 842: Little Deschutes River Bridge Section of the Odell Butte-Crescent County Road. Bridge, $25,000.

The proposed project is to construct a new bridge on present alignment approximately 63' long with a horizontal clearance of 26', and with two 5' sidewalks.

Contractor shall build and maintain a detour during construction and shall be responsible for removal of existing structure.

Klamath County will build approaches to new bridge.

Mr. Jack Kalinoski, County Engineer, should be contacted prior to start of the survey.

Approved
5-26-61

61-c
5/16/61

9

RECEIVED
FEB 14 1961
FOR FILING

5-476 (1)

5481

Salem, Oregon
February 13, 1961

Shasta Way-South 6th Street Section
Klamath Falls-Malin Highway

Memo to File

On February 8 I delivered to the Klamath County Court the revised agreement covering subject section.

The Court advised that it would be most happy to sign this agreement. As the Judge was in Salem at the time, the agreement could not be signed while I was present, but I was advised it would be signed by all three members of the County Court and would then be transmitted to us.

Victor D. Wolfe
Administrative Assistant

VDW:mm
cc W. C. Williams
Forrest Cooper
G. S. Paxson
C. G. Swenson

FORM E-30X—50M—2-58—18180

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 4, 1960

File

SUBJECT: Klamath Falls-Malin Highway
~~(Proposed FAS 419 Extension)~~ FAS 415
Klamath County

To: Mr. Victor D. Wolfe
Administrative Assistant
OFFICE

Attached for Mr. Cooper's approval are two copies of a rough draft of an agreement between the State and Klamath County covering the proposed construction of the Klamath Falls-Malin Highway (East Side By-pass) from Esplanade Street southeasterly to the Klamath Falls-Lakeview Highway.

Please return at least one copy with any additions or corrections and we will prepare the necessary data for transmittal to the Legal Division.

Klamath County has returned signed maps concurring in the placement of the proposed project on the FAS System, and this matter was brought before the Highway Commission and approved at its November 3 meeting. We will now submit the FAS System action to the B.P.R. for its approval.

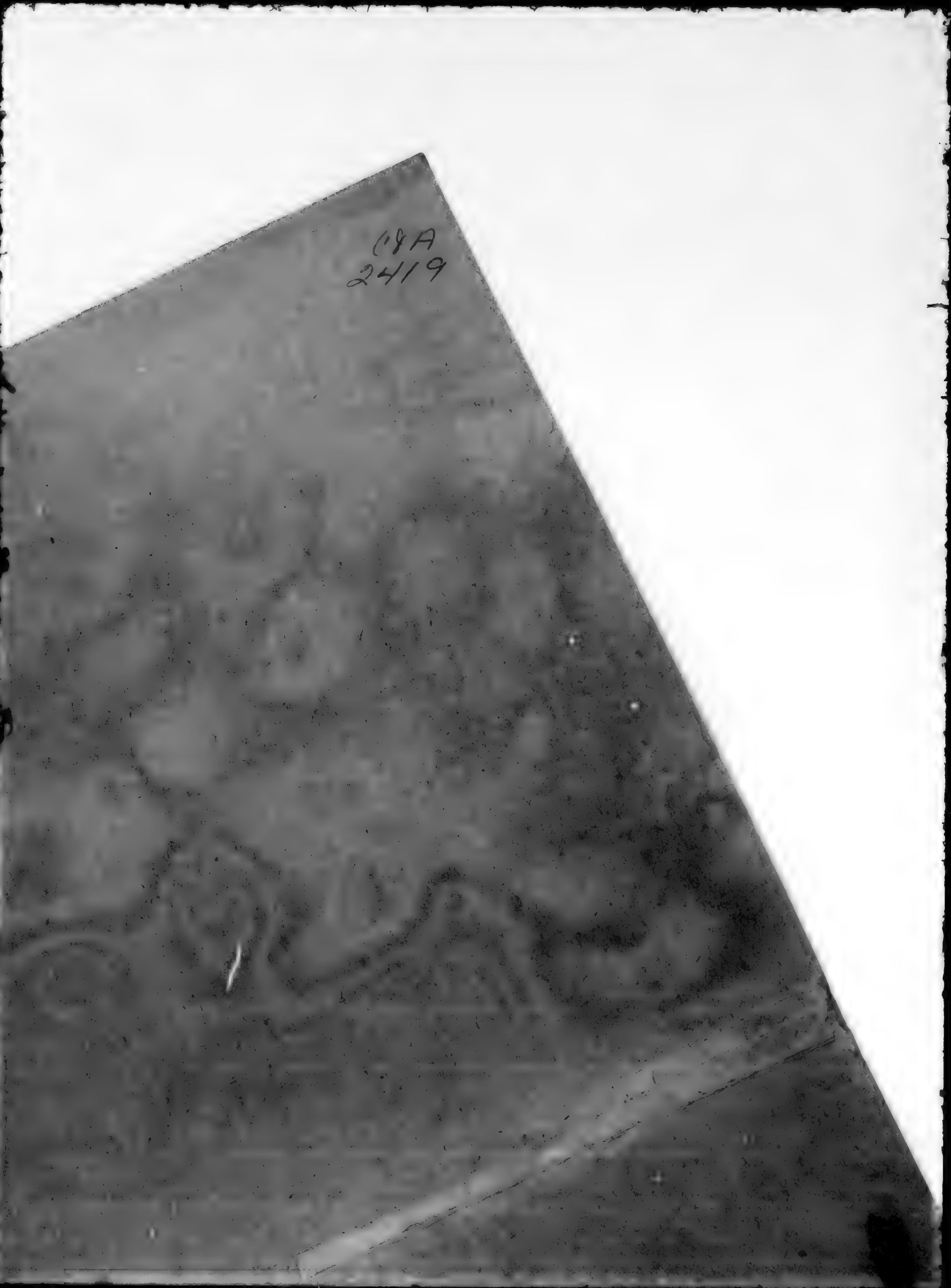
Robert H. Prange
County & City Relations Field Engineer

RHP:mm
Att.

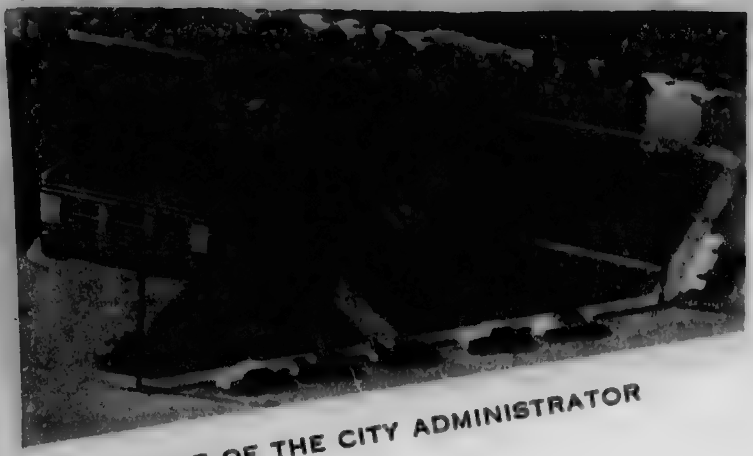
cc: Forrest Cooper

See Hwy #50
For East Side By-pass agreement (& corresp)
dated 3/10/61
(& 1958 corresp re use of FAS C funds on state hwy proj

US-207(5) 16th St.-Lewis St.(N. Bend) 1961
Sec., Cape Arago Hwy.
#5982



C&A
2419



**CITY OF NORTH BEND**
NORTH BEND, OREGON

OFFICE OF THE CITY ADMINISTRATOR

NOTED
V. R. JONES

NOTED
Harold C. Ayers

APRIL 30, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANCE

OREGON STATE HIGHWAY COMMISSION
403 STATE HIGHWAY BUILDING
SALEM 10, OREGON

9-25-61
$18,300

ATTENTION: HAROLD C. AYERS, FIELD ENGINEER

DEAR SIR:

WITH REFERENCE TO YOUR INVOICE #77122 COVERING BALANCE OF $8,123.28 OWING BY THIS CITY ON PURCHASE OF RIGHT OF WAY AND CONSTRUCTION OF THE 16TH STREET - LEWIS STREET SECTION OF THE CAPE ARAGO HIGHWAY, BE ADVISED THAT THIS BILL WILL BE PAID ON OR ABOUT MAY 15, 1963.

THIS OBLIGATION IS ACKNOWLEDGED BY THIS CITY, AND WILL BE PAID. WE REGRET THAT THIS INVOICE HAD BEEN FILED WITH THE COMPLETED PROJECT REPORTS AND FOR THAT REASON REMAINED UNPAID.

John Leadore
756-5958
City Manager

Mrs. Rust
756-5915

756-5616

Advised John Herr

VERY TRULY YOURS,

Lyle B. Chappell

LYLE B. CHAPPELL,
ACTING CITY MANAGER

PAID
May 21, '63 OK
Deposited at
Ladd-Bush Bank
Invoice #77122

LBC:JS

RECEIVED
MAY - 1 1963
ENGINEER
COUNTY & CITY DIVISION

FROM A CITY OF SAILING SHIPS TO A WORLD-FAMOUS LUMBER PORT...

RECEIVED
SEP 27 1962
FOR FILING

[illegible] (T)

5982

September 27, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On September 14, 1962, you were notified of the release of final payment on contract #5982, awarded to Bay Pavers, Inc., for grading-paving 16th St.-Lewis St. (North Bend) Section of Cape Arago Secondary Highway in Coos County.

Final payment on this contract is $1,795.62 and the total contract amount is $61,635.39, including $349.04 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT US - 207(5)

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 15, 1962

Section 16th St. - Lewis St. (North Bend)

Kind of work Grading and Paving

Highway Cape Arago County Coos

Section prefix 106 - 1095

Contractor Bay Pavers, Inc.

Contract number 5982

Date of contract September 25, 1961

Specified work days 60

Date work started September 19, 1961

Work days used 60

Project authorization $73,323.11

Exclusive of engineering $68,109.12

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $62,305.34

Estimated per cent XXXXXXX or underrun 5.01 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5,214.09

Engineering cost to date $7,346.42, 141 %

Date project was completed July 23, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100% | 100% | 100% | none | 100% | 100% | none |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted Thursday, September 13, 1962.

CONSTRUCTION DIVISION
RECEIVED
SEP 17 1962
No.

[illegible] W. H. SIVE

Signed James E. Chaney
James E. Chaney
Address P.O. Box 496, North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 0.27 | 0.27 |  |  | 0.27 |
| Miles partially completed | 0.27 | 0.27 |  |  | 0.27 |
| Miles completed | 0.27 | 0.27 |  |  | 0.27 |
| Total estimated quantities (contract) | 5,900 CY | 3,120 CY |  |  | 1,800 T |
| Total quantities corrected to date | 6,279.6 CY | 3,057 CY |  |  | 1,743.35 T |
| Estimated quantities moved or placed to date | " | " |  |  | " |
| Average daily quantities |  |  |  |  |  |
| Average daily quantities necessary to complete project on time |  |  |  |  |  |
| Number shifts per day |  |  |  |  |  |
| Hours per shift |  |  |  |  |  |
| Average force on project for week |  |  |  |  |  |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . .........., . . . . .........., . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday |  |  |  |
| Monday | Cloudy with showers |  |  |
| Tuesday | " | " " |  |
| Wednesday | " | " " |  |
| Thursday | " | " " |  |
| Friday | fair |  |  |
| Saturday |  |  |  |

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SEP 14 1962
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5982

September 13, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed July 23 on Contract 5982. The contract was with Bay Pavers, Inc., and was for grading and paving on the 16th Street-Lewis Street (North Bend) Section of the Cape Arago Highway in Coos County.

As the contractor has completed all work according to specification, I recommend that you accept the project effective September 13, 1962, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F.D. Morgan
C. H. Maison

RLP:ajw ms

# RELEASE

For and in consideration of the sum of fifty ($50.00) dollars, receipt of which is hereby acknowledged, I, Ralph Dailey, do hereby release, remise and forever discharge the State of Oregon, by and through its State Highway Commission, and all of its or their officers, agents, contractors and employees, from any and all claims, damages or demands, arising out of or in any way connected with construction work on Broadway Street in the City of North Bend, Oregon, under a project known as the 16th Street-Lewis Street Section, Cape Arago Highway, from September, 1961 to May, 1962, and especially, but without limitation of the generality of the foregoing, from any and all claims for damages to or interference with the use of a driveway at 2670 Broadway, North Bend, Oregon.

I, Ralph Dailey, do also hereby covenant and agree with the State of Oregon, by and through its State Highway Commission, that I am the owner of the real property at the above-described location, that I have a legal and valid right to execute this release and that I will warrant and defend the same from all lawful claims whatsoever.

Dated this 22 day of August, 1962.

Ralph Dailey (SEAL)
Ralph Dailey

STATE OF OREGON )
) ss
County of Coos )

On this 22 day of August, 1962, before me, a Notary Public in and for said County and State, personally appeared the within named Ralph Dailey, to me personally known to be the identical person described in, and who executed the within instrument, and who personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon
My commission expires: My Commission Expires Sept. 10, 1965

Copy to Legal

AHJ:ks
8-20-62

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FOR FILING

[illegible]

595a

August 15, 1962

Agenda 48
8-9-62

Mr. Ralph Dailey
2670 Broadway
North Bend, Oregon

Dear Sir:

On May 21 you wrote a letter to Mr. Victor D. Wolfe concerning construction of your driveway at 2670 Broadway, North Bend. You mentioned that it had been so constructed that your car dragged on driving over it.

On June 26 Mr. R. L. Porter, Assistant State Highway Engineer, wrote to you, asking the amount of your claim. You advised him in your letter of June 30 that the cost to place the driveway in reasonably good condition had been $50.00.

This matter was presented to the Highway Commission at its meeting August 9. I am pleased to tell you that the Commission approved payment of your claim in the amount of $50.00. A check will be sent to you as soon as the necessary paper work can be taken care of.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. C. H. Maison

FQ:fp

2670 Broadway
North Bend, Ore.
June-30-62

Mr. R.L. Porter
Assistant State Highway Engineer
State Highway Dept.
Salem 10, Oregon

Dear Mr. Cooper:

Thank you for your letter of June 26th, note all you say, I now have the driveway in reasonably good condition, the treating of the concrete in my driveway to pour the other concrete on top to make the approach to the sidewalk, cost $50.00.

Trust I may hear from you soon.

Ralph Dailey

Ralph Dailey

NOTED
R. L PORTER

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JUL - 2 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2 1962
FOR FILING

5982

June 26, 1962

77

Mr. Ralph Dailey
2670 Broadway
North Bend, Oregon

Dear Mr. Dailey:

Reference is made to your recent letter which concerned the driveway to your residence that was constructed by this Department in connection with the 16th Street-Lewis Street Section in North Bend.

The matter has been investigated, and while we do not admit legal liability on the part of the State, we will give your claim further consideration if you will advise us as to the amount you have in mind. As soon as this information is received, the matter will be processed further.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper

FORM E-30 50M 6-61 36681

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1962

SUBJECT: Dailey Complaint
16th St.-Lewis St. (North Bend)

To: Mr. R. L. Porter
Ass-t. State Highway Engineer

OFFICE

Reference is made to a recent letter from Mr. Ralph Dailey, 2670 Broadway in North Bend, to Mr. Victor D. Wolfe concerning the construction of his driveway on this project. We have had this matter thoroughly investigated and find that the driveway as constructed contained a summit vertical which was just barely negotiable. It is readily admitted that this summit vertical would catch the underside of a car if the driver was not extremely careful or if the car was heavily loaded.

During the time we constructed this approach, a Mr. Walker owned the property. He was apparently not dissatisfied with our work, although he did have to move very carefully when moving over the summit vertical in order not to high-center. Soon after it was constructed Mr. Walker sold to Mr. Dailey. At the time Walker cautioned Dailey to be careful of the approach.

Subsequently, Dailey high-centered and tore off his muffler following which he hired a local man to build up the driveway so that it would be easier to negotiate. The work cost (according to Dailey) $40.00. Apparently, also, he tried to get us to do something about the matter before he undertook the repair work.

Probably we have no legal obligation here, but I still believe we should pay the bill if it is possible to do so. Unquestionably, we constructed an approach that was inadequate, and I fail to see how the exchange of property can excuse us from our obligation to perform remedial work.

Incidentally, this type of problem has plagued us many times in the past and we have almost always gone ahead and made necessary repair. As a result of this latest complaint, we have evolved new criteria for approach road construction which will be made a standard guideline.

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JUN 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

If you agree with my analysis, the matter should be turned over to Legal for settlement. Mr. Rohde believes that the bill could be paid, but would want to study the "how" of it a little before he actually goes ahead with the operation. I haven't included a rough draft, as I believe the matter should be handled by Legal from here on.

F. D. Morgan
Construction Engineer

By Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
encs.

cc: L. I. Lindas (Attach.)
L. R. Chandler

May-21st-62

PLEASE RETURN TO
R. L. PORTER

Mr. Victor D. Wolfe
Ore. State Highway Comm.
Salem, Oregon

Mr. Wolfe:

My name is Ralph Dailey, and I live at 2670 Broadway in North Bend, Ore. I bought this place a few weeks ago, the state highway dept. is putting a new road in thru here, and in putting the curbs, and sidewalks in, they cut out my cement drive way about 8 inches back from the curb, and then filled this in with cement, not making any slope, therefore the fellow whom I bought the place from has a 61 Ford, it drags, and my 62 Chev. drags, I've talked to your resident Engineer, and to the City engineer in North Bend, getting nowhere, the resident engineer says they tried it and it worked fine, they must of used a Jeep, because any late model car would drag going thru there, my problem is this, when just buying this house and moving in, I had to get in the drive way, so I had this cement put in and at a six ft. slope, where you could drive over the sidewalk without dragging, now I've got money tied up in fixing this, a job the state should have fixed, and I'm getting the run-a-round and getting nowhere getting my money back, so I would like you to check into this matter, as I'm about to the end of the trail, and If I must I'll get a lawyer on it soon, because I mean to get my money back someway, let me hear from you as soon as possible on this matter please.

Sincerly

Ralph Dailey

Ralph Dailey

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FOR FILING
207(5)

5982

477 Cottage Street NE
Salem, Oregon

August 1, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project US-207(5)
16th St. - Lewis St. (North Bend)
Final inspection

Reference is made to Mr. L. H. Young's letter of July 26, 1962 advising this office of completion of contract work on subject project.

A final inspection was made by a representative of this office on July 26, 1962, in company with L. W. Rulien and J. E. Chaney of your department. All contract work was accepted as of that date. However, final acceptance of the project cannot be made until receipt of certification that all materials incorporated in subject project have been tested and met pertinent specification requirements. Also, that record sampling has been performed on pertinent project items and that the results thereof are in substantial conformity with contract requirements and are representative of the materials actually incorporated in the project.

Original to Young
8-2-62

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
H. S. COX

July 26, 1962

NOTED
DON HARWELL

Hwy #240
Cape Arago
Coos Co

[illegible]

NOTED
Harold C. Ayers

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 23, 1962, on Contract No. 5982, 16th St. - Lewis St. (North Bend) Section, in Coos County, in connection with Federal-aid Project No. US-207(5).

Please advise us, by letter, of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: H. S. Cox ✓

RECEIVED
JUL 27 1962
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUL 19 1962
FOR FILING

July 17, 1962

Oregon State Highway Commission

Gentlemen:

During the construction of the 16th Street- Lewis Street Section in North Bend, it was necessary to widen the street to a point where private driveway construction was somewhat difficult. Only minor amounts of new right of way were acquired and a few of the driveways were constructed to a standard somewhat less than the ideal.

Mr. Ralph Dailey, 2670 Broadway, North Bend, has complained bitterly about the grade and grade break in his driveway and has taken corrective measures at his own expense. He has expended approximately $50 to improve the driveway to a standard that is acceptable to him. Mr. Dailey has made a claim against the Highway Department for this amount, and as it is felt that we have some obligation along this line we recommend that he be paid the sum of $50 in exchange for a release from all claims in connection with this matter.

This matter will be on the agenda for the August 9 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison

RLP:ajw hlb

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FOR FILING

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1962

SUBJECT: Concrete Steps and Handrails
16th St.-Lewis St. (North Bend)
Cape Arago Highway
Contract No. 5982

To: Memo to the Files

The resident engineer on this project has submitted price agreements to increase the amount of concrete and steel in stairways at Station 80+28 and 82+76 on this project, and to construct a stairway at Station 74+05 in lieu of the proposed concrete sidewalk, and to provide handrails on all the proposed stairways. There are existing stairways (3 risers) at Station 80+28 (wood) and 82+76 (concrete), and a gravel driveway at Station 74+05.

The Bureau of Public Roads Area Engineer has recommended approval of the increase in the height of the stairways at 80+28 (8 risers) and 82+76 (6 risers) and the installation of handrails at both locations. He will not recommend approval of the stairway at 74+05.

The property at 74+05 (file 31492) was purchased under an option which states that "present access to Broadway is not to be re-established except for pedestrian use." The appraisals were all made on the assumption that "all direct access to Broadway will be prohibited due to topography."

At the PS&E stage, the Bureau of Public Roads rejected participation in the construction of a sidewalk (estimated to cost $120) at 74+05, due to a Bureau of Public Roads' regulation that they will not participate in the construction of new sidewalks where no sidewalks existed. It was, and still is, my contention that their rejection was based on an improper assumption, i.e., the regulation pertains to public sidewalks, while this is re-establishment of a private facility which we are obligated to re-establish.

NOTED
R. L. PORTER

After lengthy discussion, it was discovered that the increase in cost of the stairway (at $200) over the proposed sidewalk (at $120) was less than the arbitrary $100 minimum change which will normally be considered by the Bureau of Public Roads.

It is recommended that the stairways be constructed as proposed by the resident engineer, and that the stairway at 74+05 be constructed at State expense.

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:fp
cc R. L. Porter
L. H. Young
L. R. Chandler

RECEIVED
FEB 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1961
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MONTHLY TRANSACTION NO.<br>10-109 | FORM PR-2 (REV. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | STATE<br>Oregon |
| PROJECT REPORT NO.<br>US 207(5) | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-20-61 | COUNTY<br>Coos |
| 5992 | | PROJECT NO.<br>US-207(5) |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 16th St. to Lewis St. (North Bend)

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-28-61 | 0.3 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 70,494.00 | $ 44,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the 16th Street-Lewis Street (North Bend) Section, Project No. US-207(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 16th Street-Lewis Street (North Bend) Section, Project No. U.S.-207(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

HHC:jb

Oregon State Highway Department

Federal Aid
Project No. US-207(5)

## 16th STREET-LEWIS STREET (NORTH BEND) SECTION OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1961

Type Code 6201
Roadway (Sta. 69+38 to Sta. 83+80)(Contract 5982)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 2,500.00 |
| Drainage Excavation, Unclassified | 810 | cu.yds. | $ 3.35 | 2,713.50 |
| General Excavation, Unclassified | 5,900 | cu.yds. | 1.20 | 7,080.00 |
| Finishing Roadbed and Slopes | 0.27 | mile | 1,480.00 | 399.60 |
| 8-inch Sewer Pipe | 560 | lin.ft. | 2.10 | 1,176.00 |
| 12-inch Sewer Pipe | 1,140 | lin.ft. | 2.50 | 2,850.00 |
| 15-inch Sewer Pipe | 460 | lin.ft. | 3.60 | 1,656.00 |
| 18-inch Sewer Pipe | 34 | lin.ft. | 4.50 | 153.00 |
| 24-inch Sewer Pipe | 30 | lin.ft. | 4.75 | 142.50 |
| Concrete Inlets, Type G | 16 | only | 100.00 | 1,600.00 |
| Concrete Inlets, Type CG-1 | 2 | only | 125.00 | 250.00 |
| Concrete Manholes | 8 | only | 305.00 | 2,440.00 |
| Adjustment of Manholes | 6 | only | 25.00 | 150.00 |
| Concrete Curbs | 80 | cu.yds. | 50.00 | 4,000.00 |
| Concrete Driveways | 380 | sq.yds. | 4.95 | 1,881.00 |
| Class "A" Concrete | 1 | cu.yds. | 100.00 | 100.00 |
| Metal Reinforcement | 60 | lbs. | 0.25 | 15.00 |
| Coarse Crushed Material in Base | 2,500 | cu.yds. | 4.55 | 11,375.00 |
| 3/4" - 0 Material in Base | 620 | cu.yds. | 4.75 | 2,945.00 |
| Sprinkling | 80 | M-gals. | 4.00 | 320.00 |
| Preparation of Base | 0.27 | Mile | 1,850.00 | 499.50 |
| 3/4" - 0 Material in Binder Course | 50 | cu.yds. | 8.00 | 400.00 |
| RC-3 Asphalt | 8 | tons | 75.00 | 600.00 |
| Class "B" Asphaltic Concrete | 1,800 | tons | 9.80 | 17,640.00 |
| Extra for Paving Approaches | 10 | only | 25.00 | 250.00 |
| | | | | $63,136.10 |
| Flagging (57½% of Contractor's Cost) | All | Required | | $ 750.00 |
| Signing (Temporary) | All | Required | | 200.00 |
| | Subtotal | | | $64,086.10 |
| | 10% Engr. & Cont. | | | 6,407.90 |
| | | | Total | $70,494.00 |

Length of Roadway - - - - - - - - - - - 0.273 Mile
Cost of Roadway Per Mile - - - - - - $258,219.78

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $44,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 8,870.00 |
| City Funds (25%) - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 17,624.00 |
| | $70,494.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. US-207(5)

## 16TH STREET-LEWIS STREET (NORTH BEND) SECTION

## OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1961

Type Code 6201
Roadway (Sta. 69+38 to Sta. 83+80)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | $ | $ 2,500.00 |
| Drainage Excavation, Unclassified | 810 | cu.yd. | 4.00 | 3,240.00 |
| General Excavation, Unclassified | 5,900 | cu.yd. | 1.50 | 8,850.00 |
| Finishing Roadbed and Slopes | 0.27 | mile | 1,000.00 | 270.00 |
| 8-inch Sewer Pipe | 560 | lin.ft. | 2.00 | 1,120.00 |
| 12-inch Sewer Pipe | 1,140 | lin.ft. | 2.75 | 3,135.00 |
| 15-inch Sewer Pipe | 460 | lin.ft. | 3.25 | 1,495.00 |
| 18-inch Sewer Pipe | 34 | lin.ft. | 4.75 | 161.50 |
| 24-inch Sewer Pipe | 30 | lin.ft. | 6.00 | 180.00 |
| Concrete Inlets, Type G | 16 | only | 100.00 | 1,600.00 |
| Concrete Inlets, Type CG-1 | 2 | only | 125.00 | 250.00 |
| Concrete Manholes | 8 | only | 275.00 | 2,200.00 |
| Adjustment of Manholes | 6 | only | 50.00 | 300.00 |
| Concrete Curbs | 80 | cu.yd. | 50.00 | 4,000.00 |
| Concrete Walks | 20 | sq.yd. | 6.00 | 120.00 |
| Concrete Driveways | 380 | sq.yd. | 6.00 | 2,280.00 |
| Class "A" Concrete | 1 | cu.yd. | 100.00 | 100.00 |
| Metal Reinforcement | 60 | lb. | 0.25 | 15.00 |
| Coarse Crushed Material in Base | 2,500 | cu.yd. | 4.50 | 11,250.00 |
| 3/4" - 0 Material in Base | 620 | cu.yd. | 5.00 | 3,100.00 |
| Sprinkling | 80 | M-gal. | 5.00 | 400.00 |
| Preparation of Base | 0.27 | mile | 500.00 | 135.00 |
| 3/4" - 0 Material in Binder Course | 50 | cu.yd. | 6.50 | 325.00 |
| RC-3 Asphalt | 8 | ton | 100.00 | 800.00 |
| Class "B" Asphaltic Concrete | 1,800 | ton | 12.50 | 22,500.00 |
| Extra for Paving Approaches | 10 | only | 30.00 | 300.00 |
| | | | | $ 70,626.50 |
| Flagging (57½% of Contractor's Cost) | All | Required | | 750.00 |
| Signing (Temporary) | All | Required | | 200.00 |
| | Subtotal | | | $ 71,576.50 |
| | 10% Engr. & Cont. | | | 7,157.50 |
| | | Total | | $ 78,734.00 |

Length of Roadway - - - - - - - - 0.273 Mile
Cost of Roadway Per Mile- - - - $288,402.93

| | |
|---|---|
| Federal Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $49,000.00 |
| State Funds- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 10,051.00 |
| City Funds (25%) - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 19,683.00 |
| | $78,734.00 |

RECEIVED
OCT 16 1961
FOR FILING

5982

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 16, 1961

Bay Pavers, Inc.,
P. O. Box 669
North Bend
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5982, awarded September 25, 1961, for grading-paving 16th St.-Lewis St. Section (North Bend) of the Cape Arago Secondary Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 11 1961
FOR FILING

5982

October 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the 16th St.-Lewis St. (North Bend) Section of the Cape Arago Highway in Coos County, Contract No. 5982, in connection with Federal Aid Project No. US-207(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 26 1961
FORM E-30X 50M 7-60 29396

FOR FILING

5942

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1961

**SUBJECT:** Advance Deposit
City of North Bend

**To:** Mr. R. L. Porter
OFFICE

We have received this date North Bend's advance deposit of $18,300 which represents the City's share in the estimated total cost for construction of the 16th Street-Lewis Street (North Bend) Section of the Cape Arago Highway.

The project is now clear for award of a contract.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: G. S. Paxson
Victor Wolfe

INITIALED
G. S. PAXSON

RECEIVED
SEP 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE OF THE RECORDER-TREASURER

**CITY OF NORTH BEND**
NORTH BEND, OREGON

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

September 22, 1961

NOTED
DON HARWELL

Oregon State Highway Commission,
Salem, Oregon.

Attention: H.S. Cox
County & City Relations Engineer

NOTED
R. H. PRANGE

My dear sir:

Check sent to
Acct. Div -
9-25-61
C.H.

Enclosed find our check #9 in the amount of $18,300.00 which represents the contribution from this city for 25% of the construction costs of the 16th Street-Lewis Street Section of the Cape Arago Highway.

Very truly yours,
CITY OF NORTH BEND, OREGON

Lyle D. Chappell

Lyle D. Chappell,
Recorder-Treasurer

RECEIVED
1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1961
FOR FILING

[illegible]

5982

September 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving on the 16th St.-Lewis Street Section of the Cape Arago Highway in Coos County, Project US-207(5), to Bay Pavers, Inc. on the basis of the bid of $63,226.10, submitted on September 15, 1961.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bm

RECEIVED
EP 13 1961
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

September 12,1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

M. E. Martin
Acting Division Engineer

Oregon US-207(5)
16th St.-Lewis St. (North Bend) Section
Cape Arago Highway

In connection with review of P. S. and E. documents for the above project, we note the inclusion of the item, Concrete Walks. The quantity shown is 20 sq. yds. and the walk in question is shown on the right at approximate Station 74+00.

Generally the costs of sidewalks are not eligible for Federal participation unless they are to replace existing walks. In this case there is nothing on the plans to indicate that the proposed construction is to replace an existing installation. Accordingly, it will be necessary to eliminate the item as participating work.

Porter

**NOTED**
Harold C. Ayers

September 15, 1961

**NOTED**
DON HARWELL

**NOTED**
JOHN D. GRAHAM

NOTED

Mr. Angus Crawford
City Manager
City Hall
North Bend, Oregon

Dear Mr. Crawford:

On September 13, the State Highway Commission received bids on the 16th Street-Lewis Street (North Bend) Section of the Cape Arago Highway. Low bid was submitted by Bay Pavers of North Bend. The estimate based on this bid is as follows:

| | |
|---|---|
| Bid Items | $63,226.10 |
| Flagging | 750.00 |
| Moving Mail Boxes | 500.00 |
| Signing | 700.00 |
| Total Anticipated Construction Costs | $65,176.10 |
| Engineering and Contingencies | 8,147.01 |
| Total Anticipated Costs - - - - - - | $73,323.11 |
| CITY'S SHARE OF TOTAL COST- - - - - | $18,330.78 |

As per the agreement between City and State, the City is to deposit an amount of money equal to 25% of the estimated cost of the low acceptable bid. Will you please forward to this office a check made payable to the Oregon State Highway Commission in the amount of $18,300 at your earliest convenience as a contract cannot be awarded until the City's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

JDG:mm

$18,300

RECEIVED
AUG 31 1961
FOR FILING

[illegible]

[illegible]

August 30, 1961

Mr. Lyle B. Chappell
City Recorder
City Hall
North Bend, Oregon

Dear Sir:

We are enclosing for the records and files of the City of North Bend a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of North Bend covering the 16th Street-Lewis Street Section of the Cape Arago Highway in the City of North Bend.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
enc

RECEIVED
SEP 5 1961
FOR FILING

U.S-3 [illegible], (5)

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 77

Salem, Oregon
August 30, 1961

Cooperative Construction Agreement
16th Street-Lewis Street Section
Cape Arago Highway
City of North Bend

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of North Bend covering the 16th Street-Lewis Street Section of the Cape Arago Highway in the City of North Bend.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of North Bend.

Secretary

rn
Attach: 1

FORM E-50 50M 3-61 24397

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1961

SUBJECT: Cooperative Construction Agreement
16th Street-Lewis Street Section
Cape Arago Highway
City of North Bend

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved on 5/10/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb

Att.

cc: D. J. Barbee
V. D. Wolfe
W. T. Wright

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-10-60 Minute page 6
Floyd Query
Secretary

NOTED
[illegible] C. Ayers

August 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage, N. E.
Salem, Oregon

NOTED

Dear Sir:

Attached are three copies of an encroachment resolution covering the 16th Street-Lewis Street Section of the Cape Arago Highway in North Bend.

Very truly yours,

H. S. Cox
County and City Relations Engineer

HSC:djb
Att.

Form cc-11 (1954)

# RESOLUTION No. 961

WHEREAS, State Highway No. 240 of the State of Oregon, known as the Cape Arago Highway, is routed through the City of North Bend, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Beginning at the south property line of 16th St. and extending in a southerly direction along Broadway to ~~the southerly city limits~~ LEWIS STREET.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of North Bend will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of North Bend, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 240 of the State of Oregon, known as the Cape Arago Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of North Bend, Coos County, Oregon, this 16th day of August 19 61

ATTEST: Lyle B. Chappell
City Recorder

Roger T. Duncan
Mayor

RECEIVED
AUG 25 1961
FOR FILING
[illegible]
[illegible]

477 Cottage St. N.E.
Salem, Oregon

August 22, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.4-0
C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project US-207(5)

We have today approved the P. S. and E. documents for Oregon Project US-207(5), 16th St.-Lewis St. (North Bend) Cape Arago Highway.

This is to authorize your advertising for bids.

It is understood that the cost of moving the utilities located within the limits of the project will be borne entirely by the utility companies and the city; consequently, these items will not be reimbursable and are not included in the estimate. Hence, paragraph 2 under "Things to be done by the State" in the City-State Agreement shall not be applicable to the terms of the agreement and shall not apply to this contract.

Porter

NOTED
FORREST COOPER

RECEIVED
AUG 23 1961
FOR FILING

[illegible]

[illegible]

FORM E-56 50M 7-60 29386

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Salem, Oregon
August 21, 1961

SUBJECT: Cooperative Construction Agreement
16th Street-Lewis Street Section
Cape Arago Highway
City of North Bend

To: Mr. C. B. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the city and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved on 5/10/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb

Att.

cc: D. J. Barbee
V. D. Wolfe ✓
W. T. Wright

RECEIVED
AUG 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 8, 1961

Mr. Angus Crawford
City Manager
City Hall
North Bend, Oregon

Dear Mr. Crawford:

The State Highway Commission plans to reconstruct a portion of the Cape Arago Highway in the City of North Bend. Two copies of an agreement covering this proposed construction are enclosed.

Will you please present this agreement to the City Council and obtain their approval of this agreement. It will be necessary for the Council to pass a resolution authorizing the Mayor and Recorder to sign the agreement. Four copies of a suggested resolution are enclosed for your use. Please include three copies of this resolution along with the signed copies of the agreement.

It will also be necessary for the Council to adopt the enclosed encroachment resolution guaranteeing that the City will allow nothing to encroach on the street that would permanently interfere with the free flow of traffic.

Enc Res sent to BPR 8/22/61

After the Council has taken appropriate action on the above will you please have the Mayor and Recorder sign the agreement and return to this office both signed copies of the agreement along with four copies of the encroachment resolution and three copies of the resolution authorizing the Mayor and Recorder to sign the agreement. As soon as the Highway Commission signs the agreement we will return one fully executed copy for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
County & City Relations Engineer

HSC:djb
Enc.

cc: Victor D. Wolfe

16th St. – Lewis St. ([illegible])

Grading and Paving

Estimate [illegible]

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

| No. | Item | Quantity | [illegible] | Amount |
|---|---|---|---|---|
| 1 | Clearing and Grubbing | All Spec. | -- | 2500 – |
| 2 | Drainage Excavation, Unclassified | 810 Cu. Yds | 4.00 | 3240 – |
| 3 | General Excavation, Unclassified | 5900 Cu. Yds | 1.50 | 8850 – |
| 4 | Finishing Roadbed and Slopes | 0.27 Miles | 1000 – | 270 – |
| 5 | 8-inch Sewer Pipe | 560 Lin Ft | 2.00 | 1120 – |
| 6 | 12-inch Sewer Pipe | 1140 Lin Ft | 2.75 | 3135 – |
| 7 | 15-inch Sewer Pipe | 460 Lin Ft | 3.25 | 1495 – |
| 8 | 18-inch Sewer Pipe | 34 Lin Ft | 4.75 | 161.50 |
| 9 | 24-inch Sewer Pipe | 30 Lin Ft | 6.00 | 180 – |
| 10 | Concrete Inlets, Type G | 16 Only | 100.00 | 1600 – |
| 11 | Concrete Inlets, Type CG-1 | 2 Only | 125.00 | 250 – |
| 12 | Concrete Manholes | 8 Only | 275.00 | 2200 – |
| 13 | Adjustment of Manholes | 6 Only | 50.00 | 300 – |
| 14 | Concrete Curbs | 80 Cu Yds | 50.00 | 4000 – |
| 15 | Concrete Walks | 20 Sq Yds | 6.00 | 120 – |
| 16 | Concrete Driveways | 380 Sq Yds | 6.00 | 2280 – |
| 17 | Class "A" Concrete | 1 Cu Yds | 100.00 | 100 – |
| 18 | Metal Reinforcement | 60 Lbs | 0.25 | 15 – |
| 19 | Coarse Crushed Material in Base | 2,500 Cu Yds | 4.50 | 11,250 – |
| 20 | 3/4"-0 Material in Base | 620 Cu Yds | 5.00 | 3100 – |
| 21 | Sprinkling | 80 M-Gals | 5.00 | 400 – |
| 22 | Preparation of Base | 0.27 Miles | 500.00 | 135 – |
| 23 | 3/4"-0 Material in Binder Course | 50 Cu Yds | 6.50 | 325 – |
| 24 | RC-3 Asphalt | 8 Tons | 100.00 | 800 – |
| 25 | Class "B" Asphaltic Concrete | 1,800 Tons | 12.50 | 22,500 – |
| 26 | Extra for Paving Approaches | 10 Only | 30.00 | 300 – |
| | | | Total | 70626.50 |
| | Add [illegible] | | | |
| | [illegible] | | | 750 – |
| | [illegible] Fences [illegible] | | | 500 – |
| | [illegible] | | | 700 – |
| | | | Total | 72,576.50 |
| | | | 12½% [illegible] | 9,072.06 |
| | | | Total | 81,648.56 |

FORM E-30X 50M 2-60 26119

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1961

SUBJECT: 16th Street-Lewis Street (North Bend)
Section
Cape Arago Highway
Coos County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Attached is an additional description and authorization on the subject section.

No public hearing is needed, the survey has not been approved, the right of way has not been programmed, and the City Agreement has not been approved.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. R. L. Porter
Mr. C. G. Swenson

[illegible]

[illegible]

[illegible]

NOTED
H. S. COX

NOTED
Harold C. Ayers

April 3, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
C. G. SWENSON

Dear Mr. Polk:

In compliance with the provisions of PPM 20-8(1) dated June 16, 1959, the Mayor of North Bend was notified by letter dated March 9, 1961, of the Highway Commission's plans to reconstruct the Cape Arago Highway in North Bend from 16th Street to Lewis Street. Public notices were published in the North Bend "News" and the Coos Bay "World." On March 28 a letter was received from the city stating that no requests for a public hearing had been received so a public hearing was not held. Copies of all correspondence on the matter are attached.

The State Highway Department has considered the economic effects in adopting this location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

Salem, Oregon
3/31/61

Cooperative Agreement
16th Street-Lewis Street Section
Cape Arago Highway
City of North Bend

Victor D. Wolfe
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D. Graham
County & City Relations Office Engineer

JDG:ph
Att.

RECEIVED
APR 3 1961
FOR FILING

| |
|---|
| 05-207 (5) |
| |
| [illegible] |

Salem Oregon
3/31/61

Cooperative Agreement
16th Street-Lewis Street Section
Cape Arago Highway
City of North Bend

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a draft of an agreement covering the subject project. Will you please prepare eight copies of the agreement in addition to any required by your division. Copies of the exhibit are also attached.

VDW
Victor D. Wolfe
Administrative Assistant

JDG:ph
Att.

cc: C. G. Swanson

C.A. 2419

RECEIVED
MAR 21 1961
FOR [illegible]

3-17-61

# LOCATION PROSPECTUS
# 16TH STREET-COMMERCIAL STREET SECTION
# CAPE ARAGO HIGHWAY
# COOS COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Cape Arago Highway which is a State Secondary facility on the Federal Aid Secondary System. The easterly terminus is at the intersection of Broadway Avenue and 16th Street in North Bend. The westerly terminus is at the intersection of Newmark Avenue and Commercial Street in the City of Empire. Total length of survey is 2.2 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. The project begins in North Bend and ends in Empire following a route through primarily residential areas and some commercial areas.

The general route will follow the existing alignment and grade, utilizing the existing pavement where it is feasible and will be widened on one or both sides, providing four traffic and two parking lanes with concrete curbs. Reconnaissance has been made by W. H. Tebeau and submitted, February, 1961. Soils investigations will be conducted and special drainage studies will be made where required. An economic analysis is not needed at this time.

The existing 1959 ADT is 4,000 and the projected 1979 ADT is 8,000. Traffic and alignment warrant a four-lane highway utilizing the existing facility. The typical section will be a 60-foot city street section with four 11-foot travel lanes and 8-foot parking each side between curbs from 16th Street in North Bend to Woolridge Street in Empire. From Woolridge Street to the end of the project, the typical section will widen to 64-feet curb to curb. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data of the proposed project will be approximately the same as the existing facility, 240 feet and 90 degrees respectively.

There will be no restrictions in regard to access. At grade connections will be made with intersecting streets along the route. Provisions will be made for channelizing the intersections at Newmark Avenue and the Empire-Coos Bay Highway. Railroad and stream crossings are not involved in this survey.

The approved base design, dated May 26, 1960, by G. L. Decker is:

| | |
|---|---|
| Paving, Base and Wear | 3½" |
| Top Course, Base | 2 " |
| Bottom Course, Base | 8½" |
| Total Depth | 14 " |

A minimum of 1½ inches of asphaltic concrete will be used over existing pavement. The paving will be done in stage construction with a minimum of 1½ inches of asphaltic concrete being applied at a future date when conditions warrant. Subgrade widths will be computed as per G. L. Decker design.

Prospective material sources are gravels from the Umpqua River and quarry locations on the Coos River. These materials are available through commercial sources locally.

Agreement will be required with the cities of North Bend and Empire in the matter of adjustment of water and sewer mains affected by the construction.

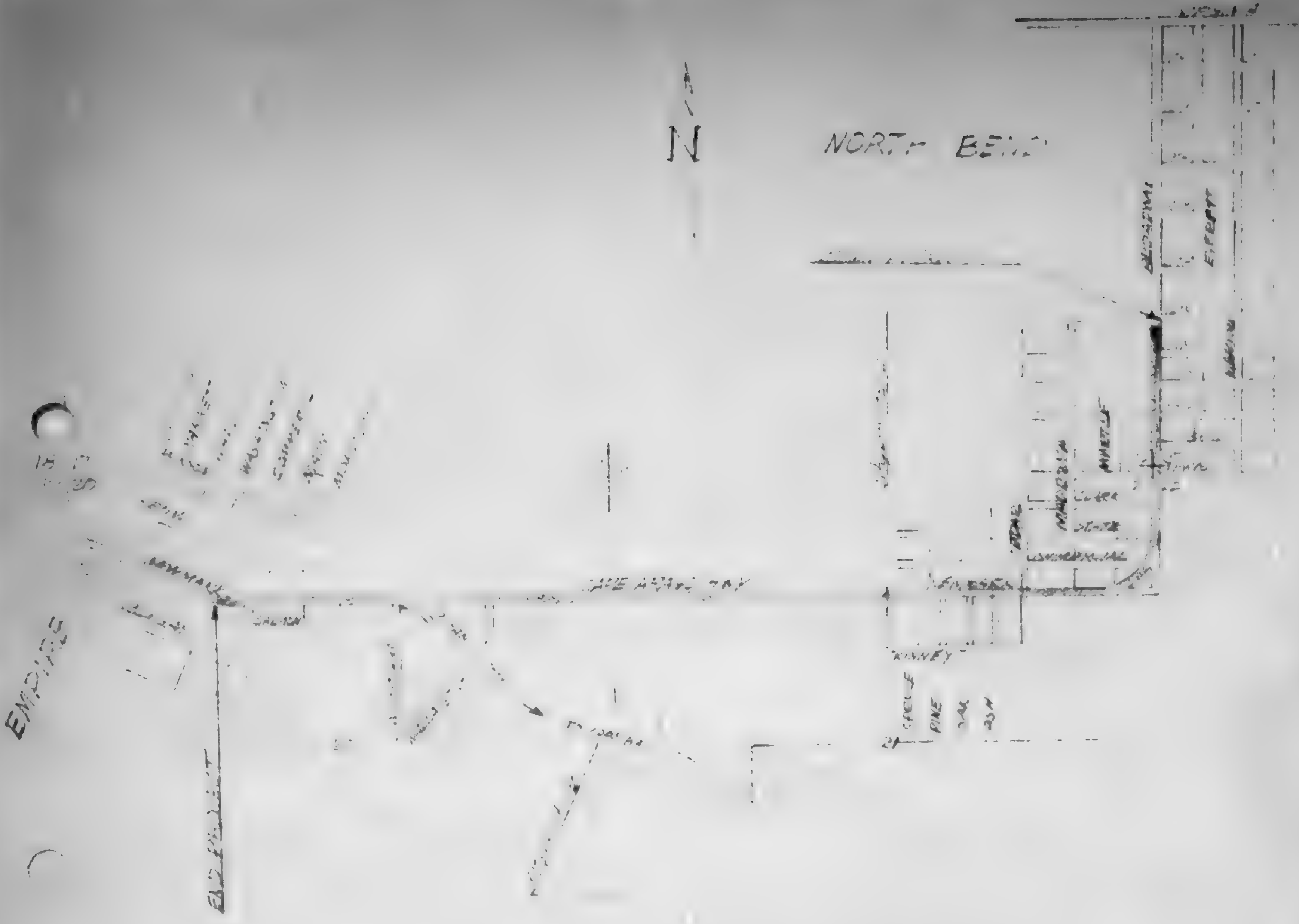
There are no State parks or roadside rest areas affected by the project.

March 17, 1961

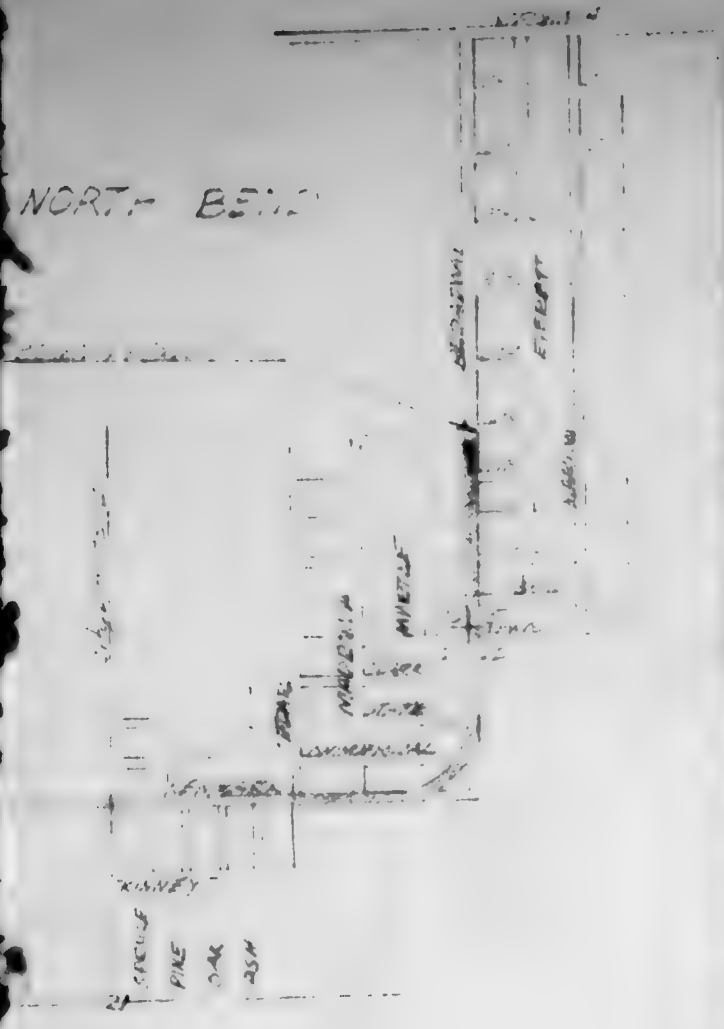
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
MAR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER


N
NORTH BEND
EMPIRE
CAPE ARAGO HWY
NEWMARK
EVERETT
MYRTLE
CLARK
STATE
COMMERCIAL
KINNEY
PINE
OAK

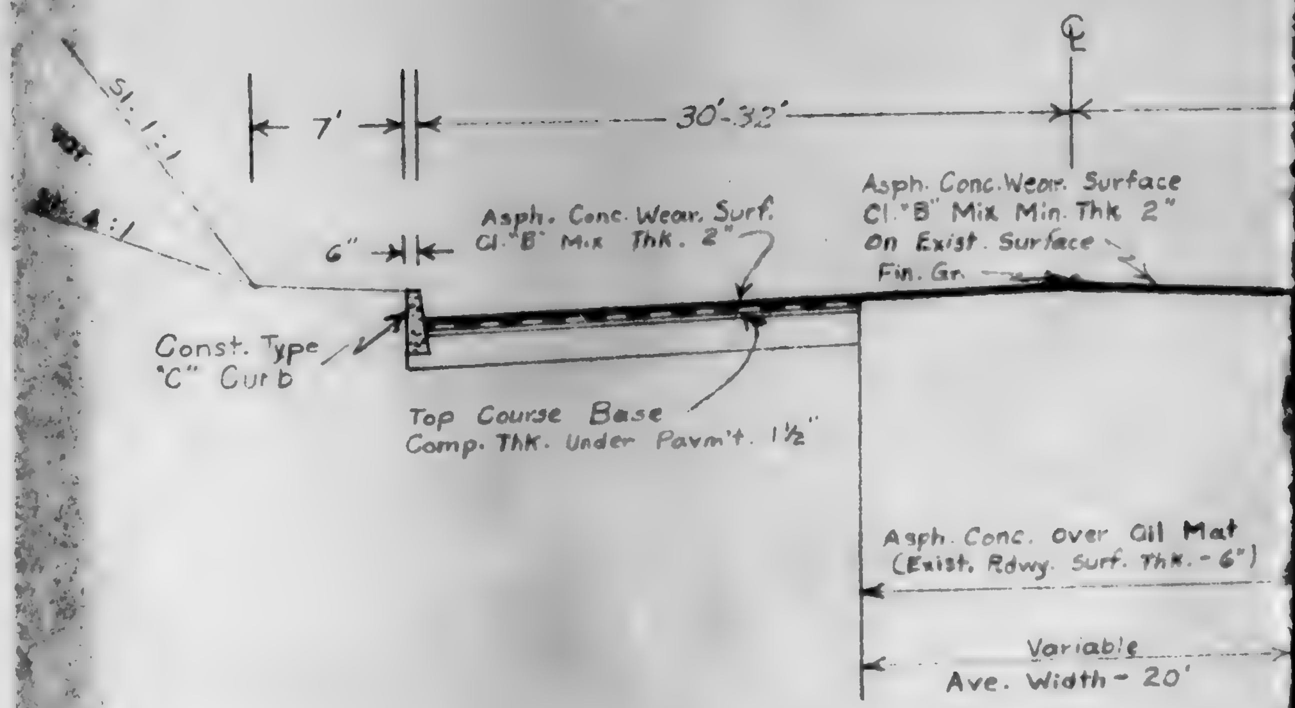
PROSPECTUS MAP
16th ST - COMMERCIAL ST
CAPE ARAGO HIGHWAY
April 1960 Coos County
Scale 1" = 1650'


NORTH BEND
BROADWAY
EVERETT
SHERMAN
MYRTLE
MAGNOLIA
STATE
COMMERCIAL
KINNEY
SPRUCE
PINE
OAK
ASH
21

SKETCH MAP
T - COMMERCIAL ST
E ARAGO HIGHWAY
1960 Coos County
Scale 1" = 16

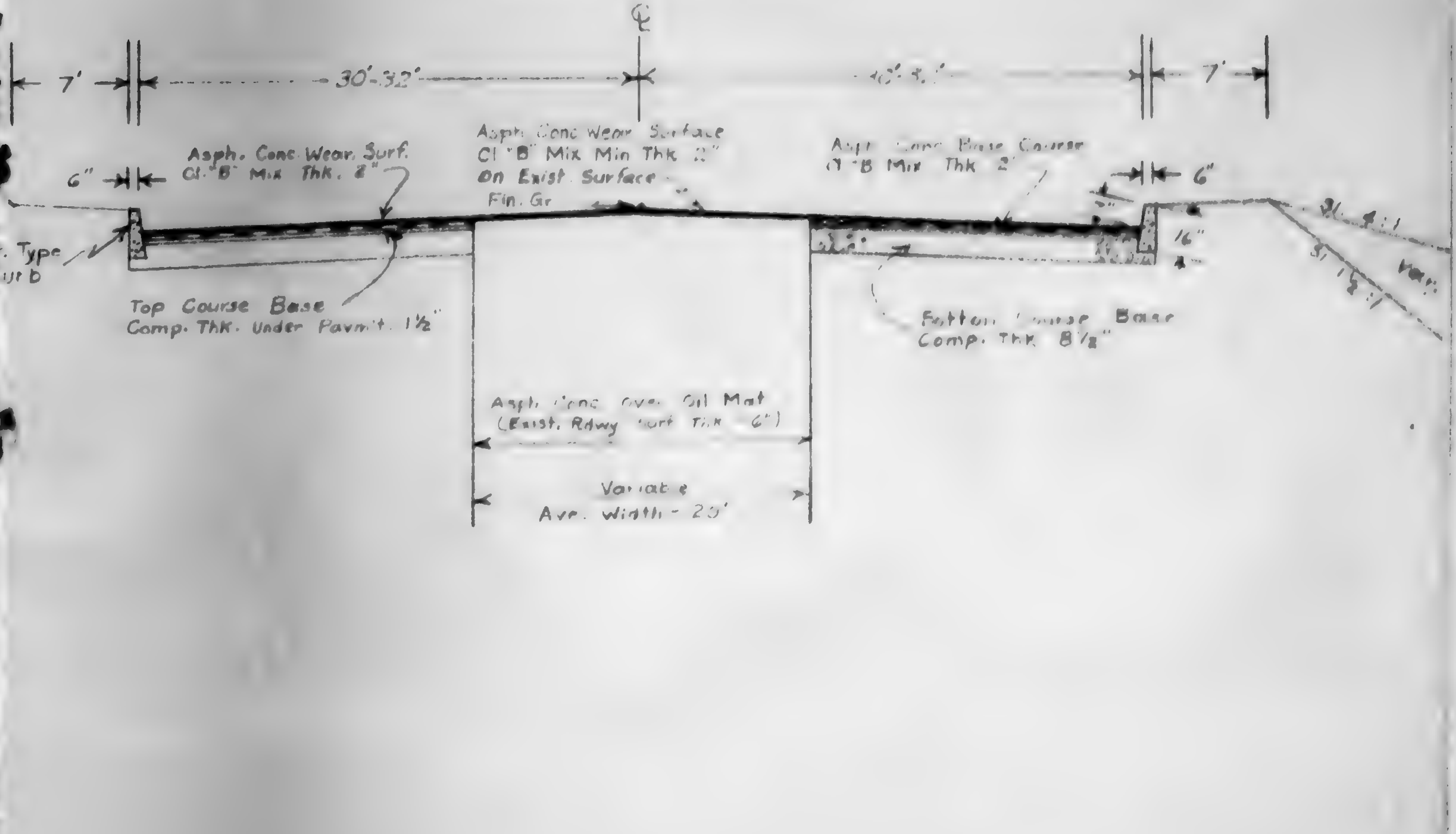
16TH. STREET - COMMERCIAL
CAPE ARAGO HIG
COOS COUNTY

## TYPICAL SECTION


℄
7'
30'-32'
Sl. 1½:1
4:1
6"
Asph. Conc. Wear. Surf. Cl. "B" Mix Thk. 2"
Asph. Conc. Wear. Surface Cl. "B" Mix Min. Thk. 2" On Exist. Surface
Fin. Gr.
Const. Type "C" Curb
Top Course Base Comp. Thk. Under Pavm't. 1½"
Asph. Conc. over Oil Mat (Exist. Rdwy. Surf. Thk. - 6")
Variable
Ave. Width - 20'

# 16TH STREET – COMMERCIAL STREET SECTION
# CAPE ARAGO HIGHWAY
# COOS COUNTY

## TYPICAL SECTION



℄
7'
30'-32'
30'-32'
7'
6"
Asph. Conc. Wear. Surf.
Cl. "B" Mix Thk. 2"
Asph. Conc. Wear Surface
Cl "B" Mix Min Thk 2"
On Exist. Surface
Fin. Gr.
Asph. Conc. Base Course
Cl "B" Mix Thk 2"
6"
. Type
Curb
16"
3/4:1
3/1 1/2:1
Var.
Top Course Base
Comp. Thk. Under Pavm't. 1½"
Bottom Course Base
Comp. Thk. 8½"
Asph. Conc. over Oil Mat
(Exist. Rdwy. Surf. Thk. 6")
Variable
Ave. Width - 25'

FORM E-123-X 90M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 9, 1961

Coos Bay "World"
Coos Bay
Oregon

Attention: Classified Ads Department

Gentlemen:

Attached hereto is the State Highway Commission's notice to interested people in North Bend relative to the Highway Commission's and City of North Bend's proposed plans to reconstruct the Cape Arago Highway (Broadway Avenue) from 16th Street to Lewis Street in North Bend. Please run this as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, March 16, and on Thursday, March 23. Please submit your billing in triplicate to the Oregon State Highway Department, Accounting Division, Salem, together with two copies of an "Affidavit of Publication" for each date of publication.

This notice will be of interest to those who are affected by the plan, some of whom no doubt do not regularly read your classified columns. It would be appreciated, therefore, if you will print a news item in your newspaper on March 16 advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at EMpire 4-2171, extension 1211, Salem.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

JDG:mm

Att.

cc: Accounting Division
C. G. Swenson - 2

FORM E-122-X 80M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 9, 1961

North Bend "News"

North Bend, Oregon

Attention: Classified Ads Department

Gentlemen:

Attached hereto is the State Highway Commission's notice to interested people in North Bend relative to the Highway Commission's and City of North Bend's proposed plans to reconstruct the Cape Arago Highway (Broadway Avenue) from 16th Street to Lewis Street in North Bend. Please run this as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, March 16, and on Thursday, March 23. Please submit your billing in triplicate to the Oregon State Highway Department, Accounting Division, Salem, together with two copies of an "Affidavit of Publication" for each date of publication.

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It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at EMpire 4-2171, extension 1211, Salem.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

JDG:mm
Att.

cc: Accounting Division
C. G. Swenson - 2

NOTICE

Notice is hereby given that the Oregon State Highway Commission and the City of North Bend have proposed plans to reconstruct the Cape Arago Highway (Broadway Avenue) from 16th Street to Lewis Street in North Bend. The proposed construction calls for widening and paving the existing highway to a width of sixty feet between curbs.

This notice is given in compliance with state and federal laws pertaining to this type of project whereby it is required that public notice be given to enable interested parties to request a public hearing on the proposed project. If any interested person desires such a hearing, a request for same should be directed to the North Bend City Council before March 27, 1961.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

North Bend "News"
and
Coos Bay "World"

3/9/61

FORM 1 133

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

CERTIFIED MAIL

March 9, 1961

Hon. Robert Duncan
The Mayor
City Hall
North Bend, Oregon

Dear Sir:

The Oregon State Highway Commission and the City of North Bend have proposed plans to reconstruct the Cape Arago Highway (Broadway Avenue) from 16th Street to Lewis Street in North Bend. The proposed construction calls for widening and paving the existing highway to a width of sixty feet between curbs. The route of the proposed project is on the existing street as shown colored in red on the attached map.

In conformance with state and federal regulations, the Highway Commission will have a notice published in the North Bend "News" and the Coos Bay "World." The Bureau of Public Roads requires that the notice appear for two successive weeks so it will appear in the March 16 and March 23 issues of both papers. This notice is to inform interested persons of the proposed project and to afford them an opportunity to request a hearing if they so desire. Such hearings are usually held in the council chambers of the city hall.

The notice will contain information asking that requests for a hearing be directed to the North Bend City Council. The deadline for such a request has been set as March 27, 1961.

A reply as to whether or not any requests for a hearing are received would be appreciated by March 30, 1961.

Very truly yours,

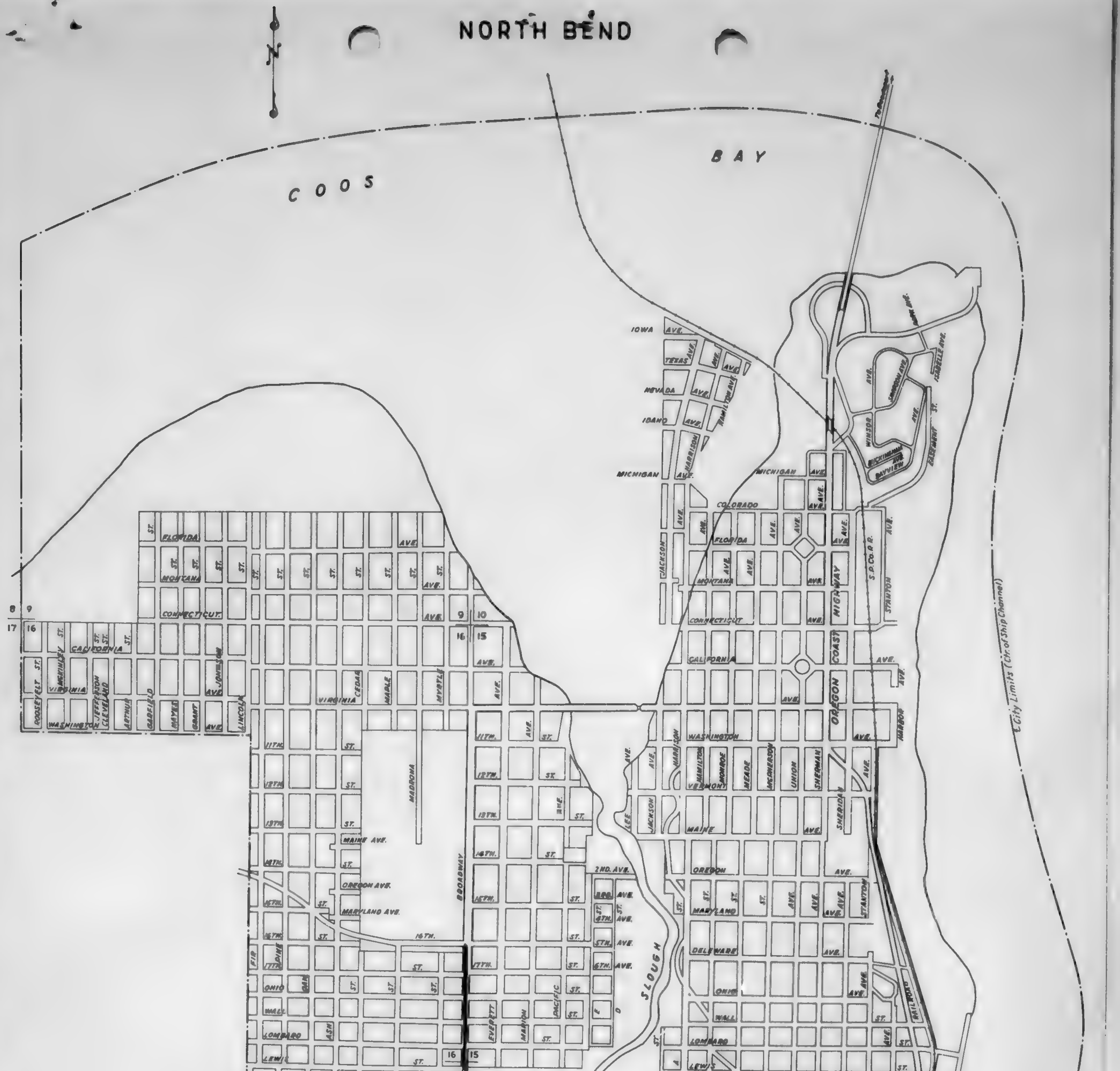
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

JDG:mm
Att.

| | |
|---|---|
| cc: Highway Commission - 3 | C. G. Swenson - 2 ✓ |
| W. C. Williams | G. K. Attig |
| Forrest Cooper | Walter T. Wright - 2 |
| G. S. Paxson | Victor D. Wolfe |
| L. I. Lindas | Frank Morgan |
| Tom Edwards | US BPR, Salem |

# NORTH BEND


N
COOS
BAY
Scale in Feet
0
800
1600
2400
City Limits
City Limits (Ctr. of Ship Channel)
SLOUGH
PONY
To Empire
CAPE ARAGO HWY.
OREGON COAST HIGHWAY
S.P. CO. R.R.
RAILROAD
BROADWAY
MADRONA
THOMPSON RD.
PACIFIC AVE.
To Coos Bay
SCOTT LANE
FORD LANE
IOWA AVE.
TEXAS AVE.
NEVADA AVE.
IDAHO AVE.
MICHIGAN AVE.
COLORADO
FLORIDA AVE.
MONTANA AVE.
CONNECTICUT AVE.
CALIFORNIA AVE.
VIRGINIA AVE.
WASHINGTON AVE.
VERMONT
MAINE AVE.
OREGON AVE.
MARYLAND AVE.
DELEWARE AVE.
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
NEWMARK
EXCHANGE
LOCKHART
TOWER
O'CONNEL
KINNEY
WAITE
ROOSEVELT ST.
McKINLEY ST.
JEFFERSON
CLEVELAND
ARTHUR
GARFIELD
HAYES
GRANT
JOHNSON
LINCOLN
CEDAR
MAPLE
MYRTLE
11TH. ST.
12TH.
13TH.
14TH.
15TH.
16TH.
17TH.
FIR
PINE
OAK
ASH
SPRUCE
EVERETT
MARION
PACIFIC
2ND. AVE.
3RD. AVE.
4TH. AVE.
5TH. AVE.
6TH. AVE.
JACKSON
HAMILTON
MONROE
MEADE
McPHERSON
UNION
SHERMAN
SHERIDAN
STANTON
HARBOR AVE.
HARRISON
LEE
CHESTER
BRUSSELS
LIBERTY
VISTA
DONNELLY
WATER ST.
WINSOR
BAYVIEW
ISABELLE AVE.
8
9
17
16
9
10
16
15
16
15
21
22

Rev. 12-23-60

FORM E-30X 90M 2-60 26119

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED

Salem, Oregon
March 7, 1961

SUBJECT: 16th Street-Lewis Street (North Bend) Section
Cape Arago Highway
Coos County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Attached are descriptions and authorizations on the subject section.

It is not yet known if a public hearing will be needed, the survey has not been approved, the right of way has not been programmed, and the City Agreement has not been approved.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. R. L. Porter
Mr. C. G. Swenson

RECEIVED
MAR - 9 1961
ENGINEER
COUNTY & CITY RELATIONS

To Mr Victor D. Wolfe DATE March 7, 1961

Attached are 20 copies of a hearing letter map for the 16th St. - Lewis St Section of the Cape Arago Hwy in the city of North Bend.

Approved [illegible]

SIGNED A. T. Blachly

**PLEASE REPLY HERE**

To ________________ DATE __________

SIGNED ________________

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

RECEIVED
MAR 6 1961
FOR FILING

US [illegible]

March 6, 1961

Mr. Angus Crawford, City Manager
City of North Bend
North Bend, Oregon

Dear Mr. Crawford:

Thank you for your letter of March 3 indicating that the North Bend City Council took the necessary action to enter into an agreement with the Oregon State Highway Commission for the widening of Broadway Avenue (Cape Arago Highway) from 16th Street to Lewis Street, in the city of North Bend.

Our County-City Relations Department is in the process of completing the necessary agreement. Upon its completion, it will be transmitted to you for the necessary signatures.

I have requested our Right-of-Way Engineer to instruct his people to contact you when they are prepared to begin negotiations for the rights of way needed on this project.

I have also asked our Construction Engineer to deliver to you six copies of the construction plans as soon as they are available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc W. C. Williams
Forrest Cooper
Tom Edwards
Walter T. Wright
C. G. Swenson
F. B. Morgan

Note to Mr. Swenson: Don't forget to outline the contractor conflict in the agreement, which might be possible due to the fact that the City is going to let a contract for the sidewalks in conjunction with our project.

RECEIVED
MAR 6 1961

FOR FILING

[illegible]

[illegible]

Salem, Oregon
March 6, 1961

Mr. Walter T. Wright
Right-of-Way Engineer
BUILDING

Widening of Broadway Avenue between
16th and Lewis Streets
City of North Bend
(Cape Arago Highway)

Attached is a copy of a letter over the signature of Angus Crawford, City Manager of North Bend.

I call your attention to paragraph 2 of said letter and advise that I have assured Mr. Crawford your people will contact him per his request.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.
cc Forrest Cooper

RECEIVED
JUL [illegible] 0
FOR FILING
115 2977
5-9-62

Salem, Oregon
October 13, 1960

16th Street-Lewis Street
(North Bend Section)
Cape Arago Highway

Memo to File

On my recent trip to Coos Bay I was able to contact Mr. Angus Crawford, City Manager of North Bend.

He advises me that they will have their sewer system installed throughout the length of subject project and plan to hold their public hearing for the financing of their portion immediately after the first of the year.

Mr. Crawford will advise as to the outcome of the hearing.

Victor D. Wolfe
Administrative Assistant

VDW:ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. G. Swenson
Mr. Frank Morgan

2

RECEIVED
JUN 28 1960
FOR FILING
93-207(1)
5222

June 27, 1960

Mr. Angus Crawford
City Manager
City of North Bend
North Bend, Oregon

Dear Mr. Crawford:

This is to confirm our telephone conversation this date re the extension of the 60-foot curb section of the Cape Arago Highway from 16th Street to Lewis Street. This project will be held up pending your public remonstrance hearing.

Upon favorable communication from the City of North Bend following your hearing we will proceed with the acquisition of rights of way and the letting of the contract in the late fall or early winter, with completion the summer of 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms

cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. W. T. Wright
Mr. C. G. Swenson

Mr. Cooper: It would appear per the attached letter from Mr. Crawford that no public hearing will be necessary.

**City of North Bend**

NORTH BEND, OREGON

OFFICE OF THE CITY ADMINISTRATOR

June 23, 1960

Victor D. Wolfe, Administrative Assistant
Oregon State Highway Commission
Salem, Oregon

Dear Vic:

This is to confirm that the Council has decided that it will not be necessary for the Highway Commission to hold a hearing on right-of-way for the proposed project on Broadway Avenue (Cape Arago Highway).

As I mentioned over the phone this morning, it will be necessary for the Council, due to some change of opinion, to complete our public hearing and proposed assessments before we can give you the final go-ahead on the project. After reviewing the results of the meeting Tuesday evening with the property owners involved in this project, it is my opinion that there will be no trouble in getting the project approved at the time of the hearing; but as you well know, there are certain procedures that we must follow in order to provide legal background for the Bancrofting procedure that these individual property owners will follow in paying their assessments.

I will keep you posted on all activities down here.

Very truly yours,

Angus

Angus Crawford
City Manager

AC:mk

RECEIVED
JUN 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 2-60 26110

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G. SWENSON

NOTED
H. S. COX

Salem, Oregon
June 20, 1960

**SUBJECT:** 16th St.-Lewis St. Section
Cape Arago Highway
Coos County

**To:** Mr. Clarence Swenson
County & City Relations Eng.
State Highway Department
B U I L D I N G

For your information, a copy of the Transmittal letter to this office is included, herewith. Paragraph two has a reference to your division.

Tom Edwards
Construction Engineer

By

JEMorelock
J. E. Morelock
Chief Locating Engineer

JEM:db

Encl.

RECEIVED
[illegible] 1960
[illegible]
COUNTY [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 14, 1960

SUBJECT: 16th St.-Lewis St. Section
Cape Arago Highway
Coos County

To: Tom Edwards
Construction Engineer

Herewith submitted the following data on the subject section:

| | |
|---|---|
| 4 | Copies, Special Provisions, Quantity Summary and Estimate of Cost |
| 1 | Hard Copy Map |
| 1 | Roll, Cross-sections |
| 1 | Profile |
| 1 | Working Profile |
| 1 | Topog. Map (watershed areas) |
| 1 | Book, Field Notes |
| 1 | Pad, Traverse Sheet |
| 1 | Folder, Photostatic Copies of Deed Records |
| 1 | Pad, Miscellaneous Computations |
| 1 | Pad, Locating Engineer's Reports |
| 1 | Vicinity Map |

The County City Relations Division should contact the City of North Bend in respect to moving existing city utilities within the proposed construction limits.

The estimate includes concrete driveways since several of the existing driveways are concrete, which have to be replaced in kind and all of the driveways on the Virginia Avenue and Broadway Avenue Project are concrete. Also the City of North Bend desires concrete driveways.

O. B. Jackmond

O. B. Jackmond
Engineer Designer

sc
Enc.

CONSTRUCTION DIVISION
RECEIVED
JUN 15 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE [illegible]

RECEIVED

13 201(3)

J782

North Bend, Oregon
June 6, 1960

Mr. F. D. Morgan
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Mr. Morgan:

I am writing in regard to the proposed widening project on Broadway Avenue (Cape Arago Highway), from 16th Street to Lewis Street, in North Bend.

We request that the manholes and catch basins that will be necessary for drainage be placed at street intersections or alley intersections. We also request that curb returns be put on all connecting side streets except Wall Street traveling East from the highway.

Very truly yours,

Angus Crawford

Angus Crawford
City Manager

AC:mk
Cc: Victor D. Wolfe ✓
Administrative Assistant

Copy to Mr. Edwards
VDW

RECEIVED

NOTED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1960

NOTED
C. G SWENSON

Hon. I. N. Hartley, Mayor
City of North Bend
City Hall
North Bend, Oregon

RECEIVED
1960

Dear Mayor Hartley:

The State Highway Commission at its meeting May 10, 1960 considered your request for a cooperative project on the Cape Arago Highway for a distance of five blocks between 16th Street and Lewis Street.

Mr. W. C. Williams, State Highway Engineer, explained to the Commission that this is an extension of a 60-foot curbed section completed in 1957 and is estimated to cost a total of $80,000. The Commission approved the project on the basis that the City of North Bend will pay for 25 percent of the total cost and the State to provide for the balance.

An agreement covering this arrangement in more detail is being prepared and will be forwarded to you for approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. Victor Wolfe
Mr. C. G. Swenson

[illegible].OX—60M—2-59—18180

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 1 1960

Salem, Oregon
April 29, 1960

SUBJECT: Cape Arago Highway City of North Bend Extension of 60-Foot Street Section

To: Mr. Tom Edwards
Construction Engineer
Office

NOTED
C. G. SWENSON

The City of North Bend has requested a co-operative project from the end of the 60-foot street section on the Cape Arago Highway, at the intersection of Broadway and 16th Street, to Lewis Street, a distance of five blocks. This will be presented to the Commission by Mr. Cooper at the May 10 Commission meeting, with a recommendation for approval.

Since it is the desire of the City of North Bend and the State Highway Department to complete this project this summer, time is of the essence, and I respectfully request that you instruct Mr. Morgan to complete this survey post haste.

Since the City of North Bend will request the balance of the Cape Arago Highway widening to the Empire city limits in the near future, it might be apropos to consider the extension of this survey to the Empire city limits sometime this winter.

Victor D Wolfe
Victor D. Wolfe
Administrative Assistant

VDW:er ae

cc to: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. C. G. Swenson ✓

RECEIVED
MAY 2 - 1960

FOR FILING

95-287 [illegible]

[illegible]

May 2, 1960

Oregon State Highway Commission

Gentlemen:

The City of North Bend has requested a co-operative, 25 per cent-75 per cent, project on the Cape Arago Highway from 16th Street to Lewis Street, a distance of five blocks. This will be an extension of the 60-foot curbed section completed in 1957. Present traffic on this proposed section is approximately 4,000 average daily.

The preliminary estimate indicates an expenditure, including the City's 25 per cent, of approximately $80,000. I believe this is a meritorious project. Your approval is recommended.

This item will be on the agenda for your consideration at the May 10 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc to: Mr. C. H. Maison
Mr. Victor D. Wolfe

VDW:er ss

RECEIVED
1960

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1960

SUBJECT: City of North Bend
Broadway and Newmark Streets
Cape Arago Highway
Coos County

To: Mr. Tom Edwards
Construction Engineer
Office

In compliance with instructions, a reconnaissance estimate has been prepared to determine the cost of widening Broadway and Newmark Streets (Cape Arago Highway) between 16th Street and the east corporate limits of Empire; approximate length is 5,230 feet (0.99 mile). A field investigation was made.

At present the Cape Arago Highway between the above limits has 18 feet of oil macadam in fair condition with 6-foot untreated shoulders; there are no existing curbs or sidewalks. At the 16th Street end, the section widens to a 60-foot curbed section. Improvement will involve the introduction of a 60-foot curbed section which conforms with the existing curbed section on Broadway. Average daily traffic is 4,000. For surfacing, a 2-inch cap is to be placed over the present pavement; on the widened portion, 3½ inches of asphaltic concrete on 10 inches of base and leveling is to be used. Unit costs are derived from a similar investigation previously made for the City of Empire in a report dated October 15, 1959. Estimated cost for the improvement is $345,000 and includes the installation of a storm sewer which will be required. Reference to the report concerning the Empire Street improvement will reveal that a 56-foot street was assumed on that portion of Newmark Street within the limits of Empire; since Newmark Street is continuous into North Bend, it may be desirable to extend this assumed 56-foot section along this street into North Bend rather than use the 60-foot section; if this were done, the cost would be reduced by $9,000.

Because of topography, additional right of way will be required for this improvement and several frame dwellings will be affected; right of way is apparently 60 feet. It appears that existing utilities lie within the right of way and their cost is assumed to be borne by their respective owners. Sidewalks or footpaths are not included in the above estimate.

Attached is the estimate along with a sketch map outlining the improvement in red.

A. D. Olson
Asst. Chief Locating Engineer
William H. Tebeau
By William H. Tebeau
Reconnaissance Designer

WHT:fp:jw

Attach.

### 16TH STREET (NORTH BEND)-EMPIRE CITY LIMITS
### CAPE ARAGO SECONDARY HIGHWAY
### COOS COUNTY

RECON. ESTIMATE LENGTH - 0.99 MILE

| ITEM | UNIT | NET | ALLOW | GROSS | UNIT PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| 1. Clearing and Grubbing | All | 100% | - - - | 100% | Lump Sum | $ 2,000 |
| 2. Drainage including Storm Sewer | All | 100% | - - - | 100% | Lump Sum | 36,000 |
| 3. General Excavation, Haul Inc. | Cu. Yd. | 30,000 | 7,500 | 37,500 | $ 0.75 | 28,125 |
| 4. Finish Roadbed and Slopes | Mile | 0.99 | - - - | 0.99 | 1,000.00 | 990 |
| 5. Concrete Curbs | Cu. Yd. | 366 | 92 | 458 | 50.00 | 22,900 |
| 6. Base Course | Cu. Yd. | 7,051 | 1,763 | 8,814 | 4.75 | 41,867 |
| 7. Leveling Course | Cu. Yd. | 1,763 | 441 | 2,204 | 5.00 | 11,020 |
| 8. Sprinkling | M-gal. | 220 | 55 | 275 | 3.00 | 825 |
| 9. Preparation of Base | Mile | 0.99 | - - - | 0.99 | 500.00 | 495 |
| 10. Aggregate in Binder | Cu. Yd. | 220 | 55 | 275 | 6.00 | 1,650 |
| 11. Emulsified Asphalt | Ton | 44 | 11 | 55 | 55.00 | 3,025 |
| 12. Class "B" Asphaltic Concrete | Ton | 5,847 | 1,462 | 7,309 | 10.00 | 73,090 |
| | | | Subtotal | | | $221,987 |
| | | | Engineering & Contingencies | | | 89,013 |
| | | | Grading and Paving | | | $311,000 |
| | | | Right of Way * | | | 34,000 |
| | | ESTIMATED | CONSTRUCTION COST | | | $345,000 |

* Includes cost for the several frame dwellings which will be disturbed by the improvement.

222
22
26
270

140
35

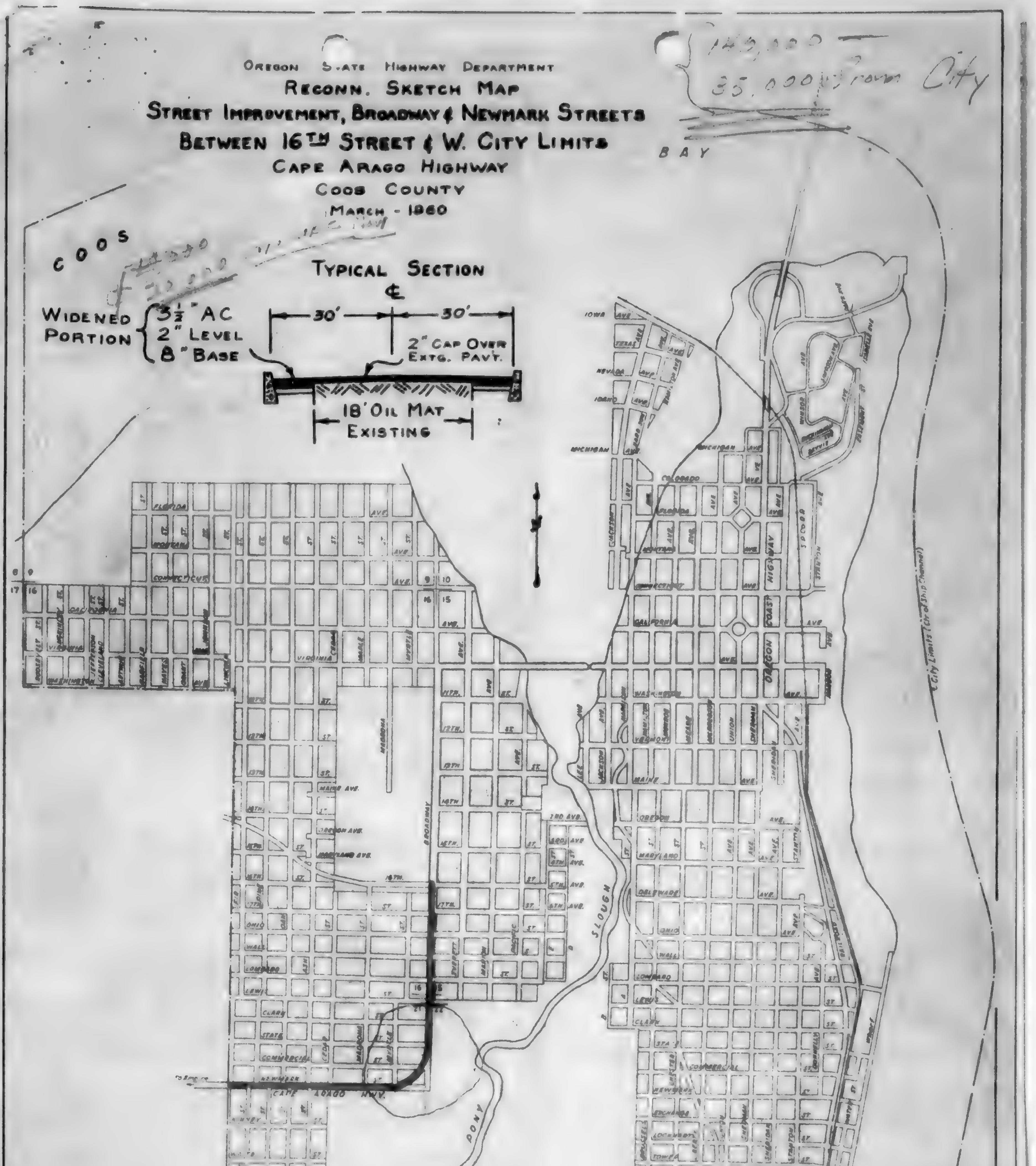
135
$36,000

OREGON STATE HIGHWAY DEPARTMENT

# RECONN. SKETCH MAP
# STREET IMPROVEMENT, BROADWAY & NEWMARK STREETS
# BETWEEN 16TH STREET & W. CITY LIMITS

CAPE ARAGO HIGHWAY
COOS COUNTY
MARCH - 1960

145,000
35,000 From City


BAY
COOS
TYPICAL SECTION
℄
30'
30'
WIDENED PORTION
3½" AC
2" LEVEL
8" BASE
2" CAP OVER EXTG. PAV'T.
18' OIL MAT EXISTING
SLOUGH
PONY
BROADWAY
OREGON COAST HIGHWAY
CAPE ARAGO HWY.
NEWMARK
VIRGINIA
CALIFORNIA
CONNECTICUT
FLORIDA
WASHINGTON
MAINE
OREGON
MARYLAND
DELAWARE
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
MICHIGAN
COLORADO
IOWA AVE
TEXAS
NEVADA
IDAHO
City Limits
City Limits (C. of Ship Channel)
NORTH BEND
Scale in Feet
0
800
1600
2400

March 11, 1960

City of North Bend
North Bend,
Oregon

ATTENTION: Mr. Angus Crawford, City Manager

Gentlemen:

Reference your letter of March 7, 1960 pertaining to the specific problem of the widening of Broadway and Newmark (Cape Arago Highway) from 16th Street to the City of Empire Corporate Limits.

By copy of this letter, I am requesting our Construction Division to prepare a rough preliminary estimate of costs involved in this proposed project.

As soon as this information is made available to me, I will contact you at which time we can discuss State financial assistance and the feasibility of coordinating this project with a possible project in the city of Empire.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:fp

cc Forrest Cooper
Tom Edwards

OFFICE OF THE CITY ADMINISTRATOR

**CITY OF NORTH BEND**
NORTH BEND, OREGON

March 7, 1960

Mr. Victor D. Wolf
Administrative Assistant
Oregon Highway Commission
Salem, Oregon

Dear Mr. Wolf:

It was certainly heartening to learn at our Managers' meeting in Salem that you had been assigned the function of coordinating city-highway commission problems and programs. There has long been a need for the service which your office will perform.

There are a number of road projects in North Bend for which we would like to have some State financial assistance. However, the one that we consider of prime importance is the widening of Broadway and Newmark (Cape Arago Highway) from 16th Street to the City of Empire corporate limits.

In 1956 the State Highway Commission participated in a project to complete a portion of this highway in the built up area of North Bend.

It is hoped that you could give us some idea of the total cost of the project, the amount of State participation, and if possible, the feasibility of coordinating our project with one in the City of Empire.

Sincerely yours,

Angus Crawford

Angus Crawford
City Manager

AC:mk

CONSTRUCTION DIVISION
**RECEIVED**
MAR 9 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

S-145(9) Marcola-Drury Creek Sec., 1961
FAS Rt. 228, N. of Marcola
#5983

JH 3441

OREGON STATE HIGHWAY DEPARTME

**INVOICE**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 2-5-64 | C. 844 | | 500-1270-297 |

RECEIVED
FEB 6 1964
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER 80874

- Lane County
- County Courthouse
- Eugene, Oregon

Att: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final Billing: Marcola-Drury Creek, FAS 228<br>Covered by agreement dated September 15, 1961 | | | |
| Original advance deposit<br>less amount previously transferred | | 46,600.00<br>37,600.00 | 9,000.00 |
| County's share as per attached statement<br>less amount previously transferred | | 46,565.87<br>37,600.00 | 8,965.87 |
| To be refunded | | | 34.13 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
R. M. ALLISON

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

February 4, 1964

Lane County
Board of County Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

Final costs are now available on the Marcola-Drury Section of FAS 228, Contract No. 5983, as shown in the attached cost statement.

In accordance with an agreement dated September 15, 1961, a refund of $34.13 is due the County. You will receive a refund in this amount from our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Att.

Copy to: G. K. Attig, Director of Public Works

NOTED
V. R. JONES

RECEIVED
MAR 27 1963

FOR FILING

[illegible]

[illegible]

March 27, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $1,017.94 will be made to F. H. McEwen on contract #5983 for grading-stone base on the Marcola-Drury Creek Section of FAS 228 in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $207,846.42, including the post-final payment. Of the total, $1,038.23 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. F. H. McEwen
1673 Villard Street
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 7 1963
'FOR FILING

Contract 5983

State

| | | |
|---|---|---|
| Monthly transaction number | Form R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | State **Oregon** |
| Project report number S-145 (9) | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-5-63 | County **Lane** |
| | | Project number **S-145(9)** |

5983 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 20**, 19**61**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **220,706.00** |
| Revised Federal funds | $ **139,000.00** |

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **March**, 19**63**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By Lloyd P. Sto[illegible]

Asst. **State Highway Engineer**
(Title)

By ______________________

______________________
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **A. W. Parsons**
Division Engineer

By: L. R. Backlund
**L. R. Backlund, Administrative Mgr.**

February 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Marcola-Drury Creek Section, Project No. S-145(9).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

February 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Marcola-Drury Creek Section, Project No. S-145(9).

The estimate has been revised to increase the amount of federal fund to the pro rata of 63%. The original federal funds were based on a total cost of $172,000.00 as set forth in the County agreement. This amount was found to be in error and has been corrected to a total cost of $287,000.00 in the County agreement.

This matter was discussed with Mr. Dec and was given his tentative approval of the modification of the project agreement.

A copy of the exchange of correspondence between the State and Lane County Board of Commissioners regarding the County agreement change is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:hb

Federal-Aid Secondary
Project No. S-145(9)

Oregon State Highway Department

## MARCOLA-DRURY CREEK SECTION
## OF FAS ROUTE 228 IN LANE COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, February 13, 1963

Type Code 3210
Roadway (Sta. 522+86 to Sta. 726+00)(Contract No. 5983)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Req. | | $ 7,500.00 |
| Drainage Excavation, Unclass. | 1,060 | cu.yd. | $ 3.00 | 3,180.00 |
| Embankment Foundation Excav., Unclassified | 520 | cu.yd. | 2.50 | 1,300.00 |
| Special Rock Borrow Excavation | 1,540 | cu.yd. | 3.50 | 5,390.00 |
| General Excavation, Unclass. | 36,200 | cu.yd. | .33 | 13,756.00 |
| Short Overhaul | 66,300 | yd.sta. | .01 | 663.00 |
| Long Overhaul | 735 | C-yd.sta. | .35 | 257.25 |
| Finishing Roadbed and Slopes | 3.81 | mile | 600.00 | 2,286.00 |
| 12-inch Concrete Pipe | 1,000 | lin.ft. | 2.15 | 2,150.00 |
| 18-inch Concrete Pipe | 280 | lin.ft. | 4.20 | 1,176.00 |
| 24-inch Concrete Pipe | 370 | lin.ft. | 6.50 | 2,405.00 |
| 30-inch Concrete Pipe | 135 | lin.ft. | 9.00 | 1,215.00 |
| 36-inch Concrete Pipe | 180 | lin.ft. | 11.80 | 2,124.00 |
| Metal Guard Rail | 800 | lin.ft. | 2.50 | 2,000.00 |
| Guide Posts, Type M-2 | 150 | only | 6.60 | 990.00 |
| Coarse Crushed Material in Base | 63,800 | ton | 2.15 | 137,170.00 |
| 3/4" - 0 Material in Base | 7,200 | ton | 2.15 | 15,480.00 |
| Sprinkling | 1,400 | M-gal. | 2.50 | 3,500.00 |
| | | | | $202,542.25 |
| Lump Sum Reduction | | | | - 5,000.00 |
| Flagging (57½% of Contractor's Cost) | All | Req. | | 3,000.00 |
| Signing (Temporary) | All | Req. | | 100.00 |
| | Subtotal | | | $200,642.25 |
| | 10% Engr. & Cont. | | | 20,063.75 |
| | | Total | | $220,706.00 |

Length of Roadway - - - - - 3.815 Miles
Length of 2 Structures- - - 0.032 Mile (Exceptions)
Total Length- - - - - - - - 3.847 Miles
Cost of Roadway Per Mile- - $57,852.16

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - | $139,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - | 40,853.00 |
| County Funds- - - - - - - - - - - - - - - - - - - - - - - - - | 40,853.00 |
| | $220,706.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
OCT 24 1961

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

5943

FORM PR-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROJECT AGREEMENT

*(PPM 21-7)*

10-20-61

STATE **Oregon**

COUNTY **Lane**

PROJECT NO. **S-145(9)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**Co. Rd. Mabel to Marcola**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 5-1-61 | 3.8 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 220,706.00 | $ 108,300.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Marcola-Drury Creek Section, Project No. S-145(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

October 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Marcola-Drury Creek Section, Project No. S-145(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-145(9)

## MARCOLA-DRURY CREEK SECTION OF

## F.A.S. ROUTE 228 IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 5, 1961

Type Code 3210
Roadway (Sta. 522+86 to Sta. 726+00)(Contract No. 5983)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 7,500.00 |
| Drainage Excavation, Unclassified | 1,060 | cu.yds. | $ 3.00 | 3,180.00 |
| Embankment Foundation Excavation, Unclassified | 520 | cu.yds. | 2.50 | 1,300.00 |
| Special Rock Borrow Excavation | 1,540 | cu.yds. | 3.50 | 5,390.00 |
| General Excavation, Unclassified | 36,200 | cu.yds. | .38 | 13,756.00 |
| Short Overhaul | 66,300 | yd.stas. | .01 | 663.00 |
| Long Overhaul | 735 | C-yd.stas. | .35 | 257.25 |
| Finishing Roadbed and Slopes | 3.81 | miles | 600.00 | 2,286.00 |
| 12-inch Concrete Pipe | 1,000 | lin.ft. | 2.15 | 2,150.00 |
| 18-inch Concrete Pipe | 280 | lin.ft. | 4.20 | 1,176.00 |
| 24-inch Concrete Pipe | 370 | lin.ft. | 6.50 | 2,405.00 |
| 30-inch Concrete Pipe | 135 | lin.ft. | 9.00 | 1,215.00 |
| 36-inch Concrete Pipe | 180 | lin.ft. | 11.80 | 2,124.00 |
| Metal Guard Rail | 800 | lin.ft. | 2.50 | 2,000.00 |
| Guide Posts, Type W-2 | 150 | only | 6.60 | 990.00 |
| Coarse Crushed Material in Base | 63,800 | tons | 2.15 | 137,170.00 |
| 3/4" - 0 Material in Base | 7,200 | tons | 2.15 | 15,480.00 |
| Sprinkling | 1,400 | M-gals. | 2.50 | 3,500.00 |
| | | | | $202,542.25 |
| Lump Sum Reduction | | | | - 5,000.00 |
| Flagging (57½% of Contractors Cost) | All | Required | | 3,000.00 |
| Signing (Temporary) | All | Required | | 100.00 |
| | | Subtotal | | $200,642.25 |
| | | 10% Engr. & Cont. | | 20,063.75 |
| | | Total | | $220,706.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . | 3.815 miles |
| Length of 2 Structures . . . . . . . . . . | 0.032 mile (exceptions) |
| Total Length . . . . . . . . . . . . . . | 3.847 miles |
| Cost of Roadway per mile . . . . . . . . . | $57,852.16 |

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $108,300.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 31,850.00 |
| County Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 80,556.00 |
| | $220,706.00 |

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920;
chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

9

RECEIVED
FEB 18 1963
FOR FILING

5-H (9)

5983

Salem, Oregon
February 15, 1963

Mr. F. D. Morgan
Construction Engineer
Building

Attention: G. L. Decker

Claims
Marcola-Drury Creek Section
Lane County Road
Contract No. 5983
(Morgan's letter, February 7)

I concur in your analysis of the contractor's claims No. 1 and No. 3. Proceed with preparation of a Price Agreement to settle the claims in the amounts of $350.00 and $667.94, respectively.

Lloyd P. Shaw
Assistant State Highway Engineer

cc L. H. Young

FORM E-30 80M 9-62 43908

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1963

SUBJECT: Contractor's Claims
Marcola-Drury Creek Section
Lane County Road
Contract No. 5983

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

We have received a claim from F. H. McEwen, prime contractor on this project, in behalf of his grading subcontractor, Glen Ousley, for extra compensation on three items. Copies of the claim and our Division office analysis of the claim are attached.

Our analysis and recommendation on each item of the claim is:

1. The contractor claims additional compensation for the placing of additional material which was an overrun of bid item #4, Special Rock Borrow Excavation. The bid item was 1540 cubic yards and the use intended for the material was as riprap where a fill encroached longitudinally into Mohawk River. The material was large pitrun gravel, and, after construction was started, a spring area was uncovered in the area where this material was to be placed. Due to site conditions, it was deemed best to use the rock borrow as a "French Drain" in addition to riprap. The placement of this material higher up the bank slowed the placement by some 25 cubic yards per day. By extending the bid price of $3.50 for the 4 days required to place the additional material, we arrive at a total of $350.00 as a reasonable settlement.

2. The contractor claimed extra compensation for hand removal of rock from slopes because it was necessary to reslope a cut. After a conference in the Resident Engineer's office, the contractor decided to withdraw this portion of the claim.

3. The contractor claims additional compensation for the widening of a 700' section of the subgrade after the blue tops were set. Due to an engineering error, the slope stakes were not set at right angles to the centerline, and the angle reduced the roadway width. This error was not discovered until the blue tops were set, and it was necessary for the contractor to reshape the slopes

and expend extra effort to compact the thin section at the shoulder. We have diaries to support the contractor's claim of $667.94, and recommend that it be paid.

This is an FAS (c) job, so Bureau of Public Roads concurrence in the payment of this claim is not required. However, this has been discussed with the Area Engineer. Due to the Bureau of Public Roads' policy of not participating in the cost of engineering errors, it is believed that only the first portion of this claim ($350.00) will be eligible for participation.

Your concurrence in ourrecommendation to settle this claim with a lump sum payment of $1,017.94 is requested. Upon receipt of your approval, we will initiate a Price Agreement for this purpose.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

RECEIVED
FEB 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 10M 8-62 43908

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

CONSTRUCTION DIVISION
RECEIVED
JAN 31 1963

Roseburg, Oregon
January 30, 1963

SUBJECT: Claims
Marcola-Drury Creek Section
Contract 5983

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Discussed 4Fe 663
with [illegible] [illegible]
[illegible]
[illegible] solution is
agreed [illegible] State
(FAS [illegible])
CB

REFERRED TO
Decker
By Construction Engineer

Attached is a claim submitted by F. H. McEwen (actually on the behalf of his subcontractor, Glen Ousley), in three (3) parts and totaling $1748.42 for alleged extra work in connection with completion of the subject project. Also, attached is a preliminary analysis of these claims by the Resident Engineer, C. C. Gall.

On Tuesday, January 29, 1963, a meeting was held in Mr. Gall's office between Mr. F. W. McEwen, Mr. Glen Ousley, Mr. C. C. Gall, Mr. James Stewart, and myself, relative to these claims. Taking the claims in order, the following discussion and conclusions were reached:

1. Extra Cost Involved in Placing Additional Special Borrow Excavation. Original Claim $834.40.

The contract called for a total of 1540 cubic yards of special rock borrow excavation as a protection for fill slopes adjacent to the Mohawk River. Preliminary embankment excavation work, prior to construction of the main roadbed fill and/or the placement of the rock borrow, revealed the presence of numerous springs and seepage areas coming out of the bank in the area which would normally be filled with general excavation. Due to the confined space and the existence of the highway, additional excavation into the bank with a normal installation of perforated drains was impractical. Consequently, the quantities of rock borrow were increased and the materials laid against the bank so as to act as French drains. This operation was quite successful and of benefit to us. The contractor, however, made a claim in the amount of $834.40 based on the 3½ days required to place the additional materials and listed a D8 dozer with operator, a foreman, various payroll allowances and 15% overhead. It was pointed out to the contractor in our meeting that the placement of all of his rock borrow required the presence of a foreman and at least partial presence of a dozer and, in fact, at sometimes the presence of a dragline which worked the slope. The contractor indicated that the widening of this rock material up against the bank for drainage was particularly difficult and slow and hard on equipment; that had he been allowed to undertake this operation as per the typical section he would have brought up his roadbed embankment and then end dumped his rock over the edge and would have only had to use a Cat from time to time to level off and true up the section.

Mr. Gall's records indicated that a slowdown in the placement of these materials was substantiated by his records and that the slowdown consisted of a drop in daily production of approximately 25 cubic yards.

Based on these records, and due to the benefit which we derived, and the extra effort required by the contractor, it would appear in order to compensate the contractor for his loss in the total amount of 4 days at 25 cubic yards per day, at $3.50 per cubic yard, for a total of $350.00. The contractor indicated his acceptance of this proposal.

2. Extra Cost Involved on Rock Slope, $246.08.

The contractor withdrew this claim.

3. Extra Cost to Bring Subgrade Back to Bluetop Grade, $667.94.

This claim is based on a staking error which resulted from the original stakes being off right angles. The contractor constructed the roadbed from these stakes and ended up with a roadbed that was approximately 1 foot narrow for a distance of some 700 feet. The error was discovered at the time the section was bluetopped and at a time when the contractor alleges his grade was very close to being finished. Consequently, he had to bring in materials, build the shoulder out to proper width and compact it and re-pull his ditch and fill slopes.

The error in the stakes is acknowledged and the only question appears to be the extent of the contractor's extra expense. Our discussions tended to indicate that, for at least a portion of the time claimed by the contractor, his equipment was fine grading the adjacent grade, which work he would have had to undertake in any event. However, due to the nature of this claim, it is nearly impossible to affect a proper breakdown of time involved.

During the course of our conversation, the contractor brought up the fact that there were other areas on which he had to undertake expensive work for which he has not lodged a claim. In particular, he referred to the typical section which indicates that the maximum fill slope would be $1\frac{1}{2}$:1 but that on sections, namely, on the right of Station 654+50 to 656+50, and on the left from Station 703 to 706, the embankments which were somewhere around 4 feet in height were staked on a $1\frac{1}{4}$:1, which was difficult to make and required special efforts. Mr. Gall advised that this was true and that these slopes were necessary due to the very tight right of way on this section. Mr. Steart also indicated that work on these areas was costly and time consuming to the contractor. I then advised the contractor that I felt his claim in the amount of $667.94 was excessive for the work which he stated in connection with the claim but that it was probably just if it were considered with the abovementioned areas, and that I would recommend its payment.

It is, therefore, my recommendation that a lump sum Price Agreement in the total amount of $1017.94 covering a resolution of all claims on this project be submitted to the contractor for his signature.

Please advise.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.
cc: C. C. Gall

XXXXXXXXX

229 East 17th

December 4, 1962

Oregon State Highway Department
1410 Orchard Street
Eugene, Oregon

Attn: C. C. Gall, Resident Engineer     Re: Contract # S-145 (9)
Marcola-Drury Creek Section

Gentlemen:

The following claims covering additional cost for extra work required are hereby submitted for your consideration:

| | | |
|---|---|---|
| Claim #1 | Extra cost involved in placing of the additional overrun of Special Rock Borrow Excavation, Bid Item No. 4. | $834.40 |
| Claim #2 | Extra cost involved on rock slope station 676 /50 to station 679/00. | $246.08 |
| Claim #3 | Extra costs to bring subgrade back to blue top grade. Original cut stakes did not coincide with blue top stakes. | $667.94 |
| | TOTAL AMOUNT | $1,748.42 |

For further information concerning the above claims see detailed explanation of each claim in its respective order:

Claim #1 Extra costs to place the additional Rock Borrow Excavation were caused by the springs near the center of the new roadbed. This material could not be placed in its permanent position by ordinary methods, but had to be truck-dumped on firm ground and dozed into the wet subgrade. The dozer was also used to compact and spread same.

The net quantity was 1404 C.Y., allowance of 136 C.Y., total for bid item #4 being 1540 C.Y. In the final cross sections the total amount placed was 2115.4 C.Y.

To do the extra work 3.5 days were required, including drilling and blasting plus equipment time as explained below:

| | | |
|---|---|---|
| 1 D-8 Dozer | 16.35 | |
| 1 Operator | 3.95 | |
| Labor Taxes | .44 | |
| Pension | .10 | |
| Health & Welfare | .13 | |
| 1 Foreman | 4.25 | |
| Labor Taxes | .46 | |
| Pension | .10 | |
| Health & Welfare | .13 | |
| | $25.91 | |
| 15% Overhead | 3.89 | |
| | $29.80 | x 28 Hrs. (3.5) days)...$834.40 |

Claim #2 The extra cost was because the original cut stakes were wrong. After the engineer corrected the mistake and the extra drilling and blasting was completed, one could not get the machines on the slopes. Therefore, the rock had to be removed by hand and hauled in a dump truck to the fill area. This work was ordered done by the Engineer's inspector, N. Walker.

To do this work the following men and equipment were required for two days:

| | | |
|---|---|---|
| 1 6 C.Y. Dump Truck | 4.90 | |
| 1 Laborer | 3.00 | |
| labor taxes | .33 | |
| Pension | .10 | |
| H & W | .10 | |
| 1 Foreman | 4.25 | |
| Labor Taxes | .46 | |
| Pension | .10 | |
| H & W | .13 | |
| | $13.37 | |
| 15% Overhead | 2.01 | |
| | $15.38 | x 16 hr (2) days...... $246.08 |

Claim #3 The extra costs occurred because the original cut stakes that we had to work from did not coincide with the final blue top stakes. The shoulder on the subgrade was .08 to 1 foot narrow - as per the blue top stakes. However, the shoulder grade and elevation did agree with the original cut stakes. This error required bringing material back onto the shoulder and compacting same to the finished blue top grade.

To do this extra work the following equipment was required for seven (7) hours:

| | |
|---|---|
| 1 D-8 Dozer | 16.35 |
| 1 Operator | 3.95 |
| Labor Taxes | .44 |
| Pension | .10 |
| H & W | .13 |
| 1 Cat 12 Grader | 11.00 |
| 1 Operator | 4.05 |
| Labor taxes | .44 |
| Pension | .10 |
| H & W | .13 |

| | |
|---|---|
| 2-2 Wheel Scraper<br>148 HP @15.95 ea | 31.90 |
| 2 Operators<br>@ 4.05 ea | 8.10 |
| Labor Taxes | .88 |
| Pension | .20 |
| H & W | .26 |
| 1 Foreman | 4.25 |
| Labor Taxes | .46 |
| Pension | .10 |
| H & W | .13 |
| Total | $82.97 |
| 15% overhead | 12.45 |

$95.42 x 7 hrs..................$667.94

We would appreciate your just consideration of this claim.

Very truly yours,

F. H. McEwen

F H McEwen

Dated 12-27-62

## Construction Engineer's Statement (Continued)

12. Claims for extra cost.

The following claims have been received for consideration and their comments follow:

Claim # 1. Extra cost involved in placing of the additional overrun of Special Rock Borrow Excavation, Bid Item No. 4.

The period of nine days, May 16th. thru May 28th. required to place all of the 2,115.4 cu. yd. of rip rap at unit price, a D-8 dozer with operator and a foreman were used at all times, and not just for placigg of overrun as claim tends to show.

Though no added men or equipment were used for placing of overrun, there was a definite daily decrease in quantities of rip rap placed that could be attributed to using rip rap as "French Drains" in seepage area. The daily average for the first five days of placing rip rap under normal conditions was 260.7 cu. yd. in place measurement. The daily average for the last three days of placing overrun rip rap was 235.7 cu. yd. in place measurement. This gives us a 25 cu. yd. daily average slow down. 25 cu. yd. times four days equals 100 cu. yd. more rip rap that could have been placed at best under normal conditions by averages. 100 cu. yd. times $2.50 unit price equals $250.00 total cost that could be recommended on claim.

Claim # 2. Extra cost involved on rock slope station 676 + 50 to station 679 + 00.

Our records show that the slope stake at station 678 + 50 Lt. showed a cut of 18.7 foot to bottom of ditch. At. 17.5 foot rock was encountered that required the additional 1.2 foot cut to ditch grade be drilled and shot. After the drilling and shooting it was discovered that this slope stake was in error and should have only showed 17.9 foot cut to bottom of ditch, or only 0.4 foot of rock to be drilled and shot. This additional 0.8 foot excavation was left in the cross section notes and paid for at unit cost for excavation and haul. The only costs that should show on the claim should be additional drilling and shooting costs. This area was less than thirty feet long. (30') All drilling & shooting completed in less than 8 hr.

The scaling and removal of loose rock that our inspector ordered removed from cut slope and ditch from station 676 + 50 to station 679 + 00 was not the results of any shooting, but in part where Ousley's dozer operator when starting in this cut area knocked out a slope stake at station 679 + 00 Lt. and gouged into the cut bank all the way back to the ten foot off-set reference stake. To try to cover up his error he dozed in loose dice rock that was mixed with larger rock. Later, when this cut was completed, this loose rock started sliding down into the ditch. Scaling in the rest of this cut area was required as the normal procedure because this cut was mostly loose rock, dice rock, and common material mixed with large floaters that were danger rocks. Claim would not be recommended as it now stands.

## Construction Engineer's Statement (Continued)

Claim # 3. Extra costs to bring subgrade back to blue top grade. Original cut stakes did not coincide with blue top stakes.

Contractor completed rough grading as per slope stakes, station 664 thru station 671 and requested blue tops be set for fine grading. Off-sets for stakes from centerline showed that shoulder averaged 0.6 foot narrow. Upon checking it was found that shoulder was correctly built from information on slope stakes but that the slope stakes were in error due to the fact that they had not been set at right angles to centerline, therefore were not out to required width and caused contractor to bring material back onto shoulder and compact same to finished blue top width. Quantity wise this error only amounted to approximately 27 cu. yd., but due to the fact it was a X sliver fill 700 feet long that required finishing on two sides of the triangle, extra time was necessary for this work. Exact equipment time was impossible to check on as this re-work was carried on in conjunction with the other work in progress. Also area xxxx had not been fine graded or ditch all pulled so it is questionable as to how much actual extra work this caused . Claim as now submitted would seem excessive.

F. H. McEwen and Glen Ousley were sent a letter on December 13, 1962, with the above mentioned comments and to date have received no follow-up.

NOTED
H. S. COX

Salem, Oregon
February 11, 1963

NOTED
Harold C. Ayers

Marcola-Drury Creek Section
Finance Agreement of 9-15-61
FAS 228, Lane County

Mr. L. R. Chandler
Division III Engineer
Box 1128
Roseburg, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Please attach a copy of the enclosed letter to any copy of the above agreement that you may have in your files.

Verne R. Jones
County & City Division Planning Engineer

VRJ:eb

NOTED
JOHN D. GRAHAM

FORM 1-128X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 1, 1963

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

RE: Marcola-Drury Creek Section
FAS 228, Lane County

Gentlemen:

It appears that in preparing the above-mentioned FAS agreement which was signed on September 15, 1961, throughout the agreement we used as the total FAS funds available to Lane County the sum of $172,000. In reviewing the agreement, it appears that that sum was in error and reflected only the federal fund available rather than the entire FAS sum available which is $287,000.

We therefore request your permission to change our copy of the agreement by interlineation to reflect the correct sum of $287,000. I am enclosing an extra copy of this letter and if the above meets with your approval, please sign below and return one copy to me for our file.

Very truly yours,

H. S. Cox
County and City Engineer

FCMcK:jr:mm

Mr. H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon

Dear Sir:

We have no objection to your correcting your copy of the above-mentioned FAS agreement to change the FAS sum available for Lane County from $172,000 to $287,000.

In accordance with your procedure, we will likewise change by interlineation our copy of the above-mentioned agreement.

Very truly yours,

LANE COUNTY, by and through its
Board of County Commissioners

Feb. 6, 1963

By
Chairman

By Kenneth Nielsen
Commissioner

By
Commissioner

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 29, 1962

Section Marcola - Drury Creek

Highway F.A.S. 228 County Lane

Contractor F. H. McEwen

Date of contract Oct. 3, 1961

Date work started Nov. 6, 1961

Project authorization $232,900.03

Exclusive of engineering $216,338.25

Kind of work Grading & Stone Base

Section prefix 520-1076

Contract number 5983

Specified work days 110

Work days used 108

Per cent of time elapsed 98.2 %

Estimated cost of completed project, exclusive of engineering $ 206,726.57

~~Estimated~~ per cent ~~overrun~~ or underrun - 4.44 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 16,561.78

Engineering cost to date $ 17,383.37, 104.96 %

Date project was completed November 19, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | 100 | | 100 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final completed December 27, 1962, and shipped to Division Office, Roseburg, by motor freight December 29, 1962.

This will be last weekly report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 31 1962
NOTED ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
R. L PORTER

Signed C. C. Gall, Res. Eng'r., by J. M. Stuart Ass't.

Address 1410 Orchard St., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| **Miles in project** | 3.81 | 3.81 | | | |
| **Miles partially completed** | 3.81 | 3.81 | | | |
| **Miles completed** | 3.81 | 3.81 | | | |
| **Total estimated quantities (contract)** | 36,200 cy | 71,000 ton | 2,060 cy | | |
| **Total quantities corrected to date** | 36,993.9 | 70,905 | 2,061 | | |
| **Estimated quantities moved or placed to date** | 36,993.9 | 70,905 | 2,061 | | |
| **Average daily quantities** | | | | | |
| **Average daily quantities necessary to complete project on time** | | | | | |
| **Number shifts per day** | | | | | |
| **Hours per shift** | | | | | |
| **Average force on project for week** | | | | | |

**Men**

**Supervision**

**Men and trucks under 3 tons**

**Men and trucks over 3 tons**

**Men and tractors**

**Equipment used during week:** Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| **Sunday** | | | |
| **Monday** | | | |
| **Tuesday** | | | |
| **Wednesday** | | | |
| **Thursday** | | | |
| **Friday** | | | |
| **Saturday** | | | |

RECEIVED
DEC 13 1961
FOR FILING

[illegible] (9)

5983

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 12, 1961

Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5983, awarded October 3, 1961, for grading-stone base on the Marcola-Drury Creek Section of FAS 228 in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON
DI 3-1671

**H. O. WALBERG**
ADMINISTRATOR AND
COUNTY ENGINEER

**O. H. NORBERG**
PRINCIPAL ENGINEER

NOTED
Harold C. Ayers

NOTED
H. S. COX

December 4, 1962

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

NOTED

NOTED
DON HARWELL

H. S. Cox
County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

Re: Marcola - Drury Creek Section
F. A. S. No. 228
Lane County

Dear Mr. Cox:

Your letter of November 28th notified us of the completion of the Marcola - Drury Creek Section of the F. A. S. No. 228 construction project.

The Chairman of the Board, Mr. Jess Hill, and I went over the project today and both of us concurred in the opinion that we have a very good and well done construction project. We appreciate the work of your office and the field crews who helped us attain this end product.

Maintenance has now been taken over by the County at the specific instruction of the Chairman of the Board of Commissioners.

Yours truly,

HOWalberg

H. O. Walberg
Administrator

HOW/hw
cc: Board of Commissioners
Oscar Norberg

Copies to Morgan & Chandler

RECEIVED
DEC 5 - 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

NOTED
[illegible] C. Ayres

November 28, 1962

NOTED
V. R. JONES

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Gentlemen:

This is to advise you that work on the Marcola-Drury Creek Section of FAS 228 in Lane County was completed on November 19, 1962.

Under the terms of the agreement dated September 15, 1961, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

E. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

cc: Mr. E. O. Walberg, County Road Administrator

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

**INVOICE**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10-16-61 | CC 718 | | 520-1076-297 |

INVOICE NUMBER
71838

Lane County
Courthouse
Eugene, Oregon

Attention Mr. H. O. Walberg, Lane County Road Administrator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Advance Deposit | | | $46,600.00 |
| Partial transfer county advance deposit for Marcola-Drury Creek Section of FAS 228. Covered by agreement dated 9/15/61. | | | 37,600.00 |
| To be retained | | | $ 9,000.00 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
V R JONES

October 13, 1961

NOTED
Harold C. Ayers

Mr. H. O. Walberg
Lane County Road Supervisor
1820 Roosevelt Boulevard
Eugene, Oregon

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

Dear Mr. Walberg:

This is to acknowledge receipt of your advance deposit in the amount of $46,600 for the Marcola-Drury Creek Section of FAS 228. Contract #5983 has been awarded to F. H. McEwen, Eugene, Oregon.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Incl.

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

October 10, 1961

10/10/61

[illegible], R.L. Porter [illegible]
deposit has been rec'd and
contract could now be awarded.
Also [illegible] [illegible] in V.R. J's [illegible]

J. D. Graham

Lane County
Eugene, Oregon

Gentlemen:

On September 15, we received your warrant #35089 in the amount of $6,150.00 which covered, according to your remittance advice, deposits of $5,650.00 for surplus property invoice #201125 and $500.00 for inspection on Belt Line Road. Today we received your warrant #25685 in the amount of $56,600.00 and your remittance advice shows deposits of $6,500.00 for surplus property, invoice #208253; $3,000.00 for engineering on Red Cabin Bridge; $46,600.00 for Marcola-Drury Creek FAS; and $500.00 for inspection on Belt Line Road.

County Projects

FAS 228

Since the required deposit for the inspection on Belt Line Road was $500.00 and we have received $1,000.00, we will refund $500.00 within the next few days.

NOTED
DON HARWELL

Yours very truly,

W. C. WILLIAMS
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

J. G. Herr
Ledgers Supervisor

JGH:ge

✓cc: H. S. Cox
County & City Relations
Office

cc: C. A. Gardner
Bridge Office Engineer
Office

RECEIVED
OCT 10 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
V [illegible]

NOTED
DON HARWELL

RECEIVED
SEP 25 1961
ENGINEER
COUNTY & CITY RELATIONS

September 22, 1961

NOTED
Harold C. Ayers

W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Re: Marcola-Drury Creek
Road, F.A.S. 228

Attention: Mr. Cox

NOTED
R. H. PRANGE

Dear Mr. Williams:

The Board of Lane County Commissioners concurred in the awarding of the Marcola-Drury Creek F.A.S. Project to F. H. McEwen for the sum of $208,722.25 less $5,000.00. As stated in your letter of September 15th, to the Board of Commissioners the added cost of flagging, moving mail boxes, signing and 12½% engineering and contingencies bring the total to $232,900.03.

The County advance deposit of 20% of $232,900.03 or $46,600.00 is being cleared through the accounting department and should arrive to you soon.

Yours truly,

H. O. Walberg
Administrator

NOTED
JOHN D. GRAHAM

HOW/hw
cc: Board of Comm.
O. Norberg

NOTE—All claims must state in detail dates of service or dates supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

September 20 19 61

FAS 228

# LANE COUNTY, OREGON

TO Oregon State Highway Commission DR.

NOTED
Harold C. Ayers

ADDRESS Salem, Oregon

| DATE | | | NATURE OF CLAIM | AMOUNT | |
|---|---|---|---|---|---|
| Sept | 20 | 61 | Advance Deposit - County share of Marcola-Drury Creek Section of FAS 226 project. Bids opened 9/13/61. [illegible] Lokwen, Contractor. | $16,600 | 00 |
| | | | Note- This is a copy of the voucher sent to our accounting department requesting payment of the above amount.<br>Lane Co. Hwy Dept. | | |

I hereby certify that I have performed the labor or furnished the above } ____________

NOTED
JOHN D. GRAHAM

I hereby certify that the above bill is correct } ____________

32-079-23

NOTED
V. R. [illegible]

NOTED
[illegible] C. Ayres

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

September 15, 1961

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

On September 13 a satisfactory bid was received from F. H. McEwen Company of Eugene for construction of the Marcola-Drury Creek Section of FAS 228. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

| | |
|---|---|
| Bid Items | $208,722.25 |
| Lump Sum Reduction | -5,000.00 |
| Flagging | 3,000.00 |
| Move Mail Boxes | 200.00 |
| Signing | 100.00 |
| Engineering & Contingencies, 12-1/2% | 25,877.78 |
| Estimated Total Cost- - - - - - - - | $232,900.03 |
| County Advance Deposit<br>20% of $232,900.03 - - - - - - - - - | $ 46,580.00 or say $46,600 |

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $46,600, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Three bids were received on this project as follows: F. H. McEwen, $208,722.25 minus $5,000; E. C. Hall Company, $213,812.75; and Roseburg Sand & Gravel Company, $231,167.35.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

cc: Mr. H. O. Walberg,
County Road Administrator

NOTED
JOHN D. GRAHAM

RECEIVED
OCT 16 1961
FOR FILING
5983

MISC. CONTRACTS and
AGREEMENTS # [illegible]

Salem, Oregon
September 26, 1961

Agenda Item 4m-3

FAS Project Agreement
Lane County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Lane County covering the Marcola-Drury Creek Section of FAS 228 in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lane County.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29398

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1961

AGENDA
SEP 15 1961

4m-3

SUBJECT: FAS Project Agreement
Lane County

To: Mr. G. S. Paxson
OFFICE

1 copy in Suspense

Attached are three copies of an agreement covering the Marcola-Drury Creek Section of FAS 228 in Lane County. Two copies of the agreement have been executed by the Court and the agreement is now ready for approval by the Highway Commission and certification by the Secretary. Both signed copies require your signature of approval.

The project was previously approved on 11/3/60.

John D. Graham
John D. Graham
County and City Relations Office Engineer

JDG:djb
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Ⓐ
2 COPIES TO BE SIGNED

E.R.

RECEIVED
SEP 27 1961
FOR FILING

S-145(4)

[illegible]

September 26, 1961

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County a fully executed copy of an agreement between the State Highway Commission and Lane County covering the Marcola-Drury Creek Section of FAS 228 in Lane County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
SEP 26 1961

FOR FILING
5-145(7)

5173

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON
DI 3-1671

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

O. H. NORBERG
PRINCIPAL ENGINEER

September 22, 1961

REFERRED TO
Paxson
By State Highway Engineer

W. C. Williams
Oregon State Highway Engineer
Salem, Oregon

Re: Marcola-Drury Creek
Road, F.A.S. 228

Attention: Mr. Cox

Dear Mr. Williams:

The Board of Lane County Commissioners concurred in the awarding of the Marcola-Drury Creek F.A.S. Project to F. H. McEwen for the sum of $208,722.25 less $5,000.00. As stated in your letter of September 15th, to the Board of Commissioners the added cost of flagging, moving mail boxes, signing and 12½% engineering and contingencies bring the total to $232,900.03.

The County advance deposit of 20% of $232,900.03 or $46,600.00 is being cleared through the accounting department and should arrive to you soon.

Yours truly,

H. O. Walberg

H. O. Walberg
Administrator

HOW/hw
cc: Board of Comm.
O. Norberg

RECEIVED
25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 1961
FOR FILING

August 31, 1961

Mr. N. B. Wood
Federal Highway Project Engineer
U. S. Bureau of Public Roads
740 Morgan Building
Portland 5, Oregon

Dear Sir:

As requested by Mr. Gordon this date, we are pleased to send you herewith a copy of our bidding plans, special provisions and proposal for the Mohawk Rock Production Project on Oregon Timber Access Roads (BLM 34-Q) in Lane County, which we are contracting in your behalf, and similar data on our Marcola-Drury Creek Project, FAP No. S-145(9), on FAS Route 228 in Lane County, which is tied in with the Mohawk Project. Bids on these projects are to be received by us September 13, 1961, as per Notice to Contractor, also enclosed.

Our estimate for comparison of bids on the Mohawk Rock Production Project is 25,000 cu.yds. at $3.00 for an estimated net contract amount of $75,000 to which 12½% is added for engineering and contingencies, resulting in an estimated total cost of $84,375.

Very truly yours,

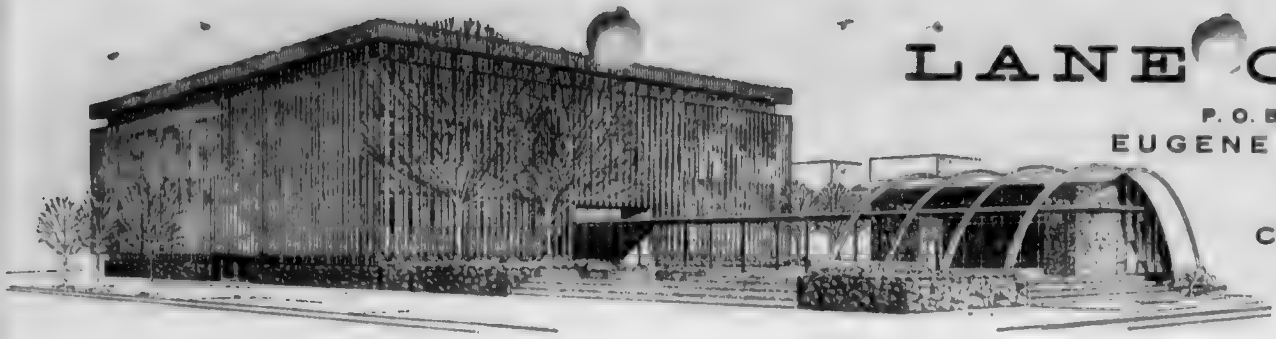
W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

VGO'N:bb

cc: Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon



LANE COUNTY
P. O. BOX 3156
EUGENE, OREGON

COUNTY RIGHT OF WAY AGENT
PHONE DI 3-1671

August 14, 1961

NOTED
V. R. JONES

Mr. H. S. Cox
County and City Relations Engineer
State Highway Department
Salem, Oregon

Re: Marcola-Drury Creek FAS Project #228

Dear Sir:

The purpose of this letter is to serve as certification that all of the right-of-way of the above mentioned project has been obtained and construction forces can proceed at will.

For your information, the right-of-way was obtained by the Resolution method and the final Order of Acceptance of the above mentioned road is filed in the Lane County Board of Commissioner's Journal, dated August 9, 1961.

Very truly yours,

Roy R Nelson

ROY R. NELSON
Lane County Right-of-Way Agent

RRN:ln
cc: H. O. Walberg
Lane County Highway Administrator

RECEIVED
AUG 15 1961
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S 145(9)

Highway No. FAS 228

Name of Project Marcola-Drury Creek Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at ________________, Oregon, this ________ day of ____________, 1961.

______________ County ~~Court~~ Board of Commissioners

______________ Commissioner ~~Judge~~

Jesse Hill
Commissioner

[illegible] A. Elliott
Commissioner

RECEIVED
A[illegible] 14 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED

NOTED
V. R JONES

August 8, 1961

NOTED
[illegible] C. Ayers

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Marcola-Drury Creek Section of FAS 228.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $220,000 of which $9,270 is for county stock pile material and will be 100 percent county funds. The low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, have the County Clerk attest, with seal, and return both signed copies to this office. After approval of the project by the Highway Commission and certification by the Secretary a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than September 8.

It is presently planned to accept bids for this project on September 13, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:djb
Encl.

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

August 4, 1961

Mr. Sy Cox
City and County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Attention Mr. Graham:

Re: Marcola Drury
FAS Project
Lane County, Oregon

Dear Mr. Cox:

In our telephone conversation today, relative to crushing rock in the Dollar Quarry by the successful contractor who will be awarded this job, it is perfectly agreeable that B.L.M. can crush out the first 2000 c.y. for their maintenance needs. Upon producing the 2000 c.y. for B.L.M., the requirements for the Marcola Drury FAS Project will be completed in total, before the remaining quantities for B.L.M. is produced.

This matter was discussed with Mr. Timms of Willamette VAlley Timber Company, who owns the Dollar Quarry, and who approved the use of the quarry by Lane County and B.L.M.

It is understood that Lane County will pay the .05 a yard direct to Willamette Valley Lumber Company for the FAS Project rock only.

Yours truly,

H.O. Walberg

H.O. Walberg,
Administrator

CC Willamette Valley Lumber Co.
Marcola, Oregon

B.L.M. Eugene, Oregon

Board of Commissioners

RECEIVED
AUG 7 1961
ENGINEER
COUNTY & CITY RELATIONS

Copy to Div III

MEMO TO FILES 8/2/61

NOTED
V. R. JONES

Cu. yds

Jay Barbee called and wanted to know if Lane County would allow the B. L. M. to include 25,000 1½-0 rock to be produced as a part of the Marcola-Drury Creek contract. I told him I would call Walberg and find out. This I did and it is O. K. with Lane County. I so informed Barbee and this will be put in the specifications with the provision that a .05 cent royalty be paid by the contractor to Willamette Valley Lumber Co. who leases the Dollar quarry to Lane County on the .05 cent basis. It is also to be specified that the first rock produced by the contractor will be 2,000 c.y. for the B. L. M. for use on some of its roads this year. The county also agreed to this.

J.D.G.
John D. Graham

JDG:djb

Sent copy to Div III

RECEIVED
JUL 31 1961
FOR FILING

740 Morgan Building
Portland 5, Oregon

July 27, 1961

Mr. W. C. Williams, State Highway Engineer
State Highway Building
Salem, Oregon
Attention: Tom Edwards

H. B. Wood, Federal Hwy. Project Engineer
Portland 5, Oregon

Mabel to Marcola - Federal Aid Secondary Project S-145(9) - and -
Oregon Timber Access Road Project - BLM 34-Q - Mohawk Quarry

In telephone conversations between Mr. Cooper and Mr. Barbee and Mr. Dobletz, preliminary arrangements have been made for the inclusion of two items for stockpiling crushed rock for use on timber access roads in your proposed contract for the improvement of the Mabel-Marcola Road in Lane County. It is understood that bids for this project are scheduled to be opened on Sept. 13.

In accordance with the telephone conversations, the work will be included in the State Highway Department's contract and you will administer the work and make all payments under the contract. Public Roads will enter into an agreement with the State Highway Department providing for your reimbursement of amounts disbursed for the contract items and engineering. The original and three copies of the proposed agreement are enclosed. One copy may be retained pending complete execution of the agreement. If it is satisfactory, please sign and return the original and two copies, otherwise please furnish your comments. A completely executed copy will be furnished you as soon as it becomes available.

It is desired that the crushed rock conform to the specification for 1 1/2"-0 intermediate grading of fine material shown in Table 2 on page 62 of your standard specifications. Twenty-thousand cubic yards of this material is to be piled at a site on Sec. 31,T 15S,R1W, and 5,000 cubic yards is to be piled at a site in Sec. 19,T,15S,R1W, as shown on the plans.

This rock is to be used by the U. S. Bureau of Land Management on their roads, and they have requested that, if possible, the contract require that when crushing operations begin, at least 2,000 cubic yards of the first material crushed be stockpiled at either of the sites.

For your information we are enclosing a set of plans and the contract proposal which had been prepared for this work. Negatives or tracings of these plan sheets will be furnished if desired. Please advise if further information or data is needed. Please send us three sets of the completed PS&E. Your cooperation in this matter is sincerely appreciated.

Enclosures

Orig to
Edw.

LAD:keg
cc W. E. Allen
C. G. Polk

LANE COUNTY
P. O. BOX 3156
EUGENE, OREGON

COUNTY RIGHT OF WAY AGENT
PHONE DI 3-1671

July 13, 1961

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Re: Marcola-Drury Creek FAS Project No. 228

Dear Sir:

Your letter of May 26, 1961, directed to Mr. H. O. Walberg, Lane County Highway Administrator, has been referred to the undersigned for action.

Enclosed herewith are statements from the property owners in question, indicating that they are waiving a formal public hearing as required by the B.P.R. In addition, the Lane County Board of Commissioners likewise does not request this hearing.

Please note that the properties indicated as belonging to Mae and T. E. West, and Ed and Agnes Savage are being purchased by David Foster and Isaac and Grace Searles, respectively.

Very truly yours,

Roy R Nelson

ROY R. NELSON
Lane County Right-of-Way Agent

RRN:ln
Enclosures
cc: H. O. Walberg,
Lane County Highway Administrator

RECEIVED
JUL 14 1961
ENGINEER
COUNTY & CITY RELATIONS

## IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY

7-12-61

IN THE MATTER OF THE ALTERATION

of

That County Road commonly known as Marcola-Drury Creek Road, and constituting portions of the Cole Road, County Road No. 20 and the W. Adams Road, County Road No. 111 in Sections 5, 8, 18, and 19, Township 16 South, Range 1 West, Willamette Meridian, and Sections 32 and 33, Township 15 South, Range 1 West, Willamette Meridian.

#2415

**RESOLUTION**

FILED

Ruth Bishop

AT THIS TIME the Board of County Commissioners of Lane County, Oregon having duly determined to institute proceedings to alter that County Road commonly known as Marcola-Drury Creek Road, and constituting portions of the Cole Road, County Road No. 20 and the W. Adams Road, County Road No. 111, as described in the legal description attached hereto and hereby incorporated by reference herein the same as if fully set forth;

The Board of County Commissioners having determined and being satisfied that the alteration of said roads are of public necessity and will be of public benefit for the following reason, to-wit: Improvement of grade line and horizontal curvature, improvement of drainage, widening of roadway section, added ballast and surfacing, improvement of visual sight distance, all for the safety and convenience of the traveling public; and the Board being fully advised in the premises; now, therefore, it is hereby

RESOLVED and ORDERED that pursuant to the authority granted in ORS 368.470, the Board of County Commissioners of Lane County, Oregon, hereby declares its intention to alter said county roads as described above, reserving the rights to discontinue proceedings if considered desirable; and it is further

ORDERED that on the 12th day of July, 1961, being during the next term of the said Board; at 10:00 o'clock a. m. at Room 200, Lane County Courthouse, Eugene, Oregon, be set as the time and place at which the said Board will hear objections to and remonstrances against said proposed alteration of said roads; and it is further

ORDERED that Francis E. Waggoner, the duly elected County Surveyor of Lane County, or his Deputy, shall give due and legal notice of said proceedings by posting true copies of this Resolution, properly certified to as such by the County Clerk of Lane County, at the Lane County Courthouse, Eugene, Oregon, and at three public places in the vicinity of the proposed roads to be altered and changed, not later than the 12th day of June, 1961, and that notice consisting of a true copy of this Resolution properly certified to as such by said County Clerk, be forwarded by mail, postage prepaid, not later than the 12th day of June, 1961, to each record owner of land, on or over which the proposed roads or a portion thereof is to be laid out, relocated or changed, at the last known postoffice address of such owner, and if the address of such owner be unknown to the person mailing such notice, that it be mailed to the address given on the latest tax roll in the office of the Tax Collector of Lane County, and if the address is unknown to the person mailing such notice, and cannot with reasonable diligence be ascertained and cannot be found on such latest tax roll, then such notice be addressed to such owner at Eugene, Oregon.

Dated this 7th day of June, 1961, at Eugene, Oregon.

BOARD OF COUNTY COMMISSIONERS

By Kenneth Nielsen

By Jess Hill

By Frank A. Elliott

ln
5/26/61
85-061-19

# MARCOLA-DRURY CREEK ROAD
## Description

Beginning at Engineer's Centerline Station 519+93.40 P.O.T., said station being 396.60 feet North and 283.53 feet West of the South one-quarter corner of Section 18, Township 16 South, Range 1 West, Willamette Meridian, Lane County, Oregon; thence along the arc of a spiral curve left having an "a" value of 12.5 (the long chord of which bears North 65° 42' East 159.45 feet) a distance of 160 feet; thence along the arc of a 286.48 foot radius curve left (the long chord of which bears North 48° 02' East 69.83 feet) a distance of 70.00 feet; thence along the arc of a spiral curve left having an "a" value of 12.5 (the long chord of which bears North 30° 22' East 159.45 feet) a distance of 160 feet thence North 25° 02' East 246.15 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 25° 32' East 150 feet) a distance of 150 feet; thence along the arc of a 2864.79 foot radius curve right (the long chord of which bears North 27° 16' 40" East 74.44 feet) a distance of 74.44 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 29° 01' 20" East 150 feet) a distance of 150 feet; thence North 29° 31' 20" East 488.77 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 27° 26' 20" East 249.87 feet) a distance of 250 feet; thence along the arc of an 1145.92 foot radius curve left (the long chord of which bears North 21° 02' 10" East 89.42 feet) a distance of 89.44 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 14° 38' East 249.87 feet) a distance of 250 feet; thence North 12° 33' East 1877.91 feet; thence along the arc of a spiral curve right having an "a" value of 1.25 (the long chord of which bears North 15° 53' East 399.46 feet) a distance of 400 feet; thence along the arc of an 1145.92 foot radius curve right (the long chord of which bears North 25° 53' 20" East 133.48 feet) a distance of 133.56 feet; thence along the arc of a spiral curve right having an "a" value of 1.25 (the long chord of which bears North 35° 53' 40" East 399.46 feet) a distance of 400 feet; thence North 39° 13' 40" East 2055.20 feet; thence along the arc of a spiral curve right having an "a" value of 0.25 (the long chord of which bears North 39° 53' 40" East 399.95 feet) a distance of 400 feet; thence along the arc of a 5729.58 foot radius curve right (the long chord of which bears North 41° 53' 45" East 133.61 feet) a distance of 133.61 feet; thence along the arc of a spiral curve right having an "a" value of 0.25 (the long chord of which bears North 43° 53' 50" East 399.95 feet) a distance of 400 feet; thence North 44° 33' 50" East 821.42 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 40° 33' 50" East 399.22 feet) a distance of 400 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 30° 21' 55" East 73.27 feet) a distance of 73.29 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 20° 10' East 399.22 feet) a distance of 400 feet; thence North 16° 10' East 477.28 feet; thence along the arc of a spiral curve left having an "a" value of 1.25 (the long chord of which bears North 15° 20' East 199.98 feet) a distance of 200.00 feet; thence along the arc of a 2291.83 foot radius curve left (the long chord of which bears North 12° 55' 35" East 59.22 feet) a distance of 59.22 feet; thence along the arc of a spiral curve left having an "a" value of 1.25 (the long chord of which bears North 10° 31' 10" East 199.98 feet) a distance of 200 feet; thence North 9° 41' 10" East 324.17 feet to Engineer's centerline Station 629+53.11 P.S., said Station being 341.10 feet South and 21.31 feet West of the Northeast corner of the Thomas Gray Donation Land Claim Number 42, Township 16 South, Range 1 West, Willamette Meridian; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 6° 41' 10" East 299.67 feet) a distance of 300 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 3° 19' 35" West 133.64 feet) a distance of 133.75 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 13° 20' 20" West 299.67 feet) a distance of 300 feet; thence North 16° 20' 20" West 300.17 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 13° 00' 20" West 199.73 feet) a distance of 200.00 feet; thence along the arc of a 572.96 foot radius curve right (the long chord of which bears North 19° 57' 20" East 507.62 feet) a distance of 525.89 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 52° 55' East 199.73 feet) a distance of 200.00 feet; thence North 56° 15' East 199.03 feet; thence along the arc of a spiral curve left having an "a" value of

1.33 (the long chord of which bears North 54° 15' East 299.85 feet) a distance of 300,00 feet; thence along the arc of a 1432.40 foot radius curve left (the long chord of which bears North 41° 57' 00" East 413.55 feet) a distance of 415.00 feet; thence along the arc of a spiral curve left having an "a" value of 1.33 (the long chord of which bears North 29° 39' East 299.85 feet) a distance of 300.00 feet; thence North 27° 39' East 173.06 feet; thence along the arc of a spiral curve right having an "a" value 1.33 (the long chord of which bears North 29° 39' East 299.85 feet) a distance of 300.00 feet; thence along the arc of a 1432.40 foot radius curve right (the long chord of which bears North 36° 48' 40" East 157.98 feet) a distance of 158.00 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 43° 58' 20" East 299.85 feet) a distance of 300.00 feet; thence North 45° 58' 20" East 123.20 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 41° 58' 20" East 399.22 feet) a distance of 400.00 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 25° 04' 15" East 295.52 feet) a distance of 296.71 feet, thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 8° 10' 10" East 399.22 feet) a distance of 400.00 feet to Engineer's Centerline Station 682+77.92 P.T. Bk=682+81.19 P.O.T. Ah.; thence North 4° 10' 10" East 371.78 feet; thence along the arc of a spiral curve right having an "a" value of 4.00 (the long chord of which bears North 6° 50' 10" East 199.83 feet) a distance of 200.00 feet; thence along the arc of a 716.20 foot radius curve right (the long chord of which bears North 22° 49' 10" East 264.72 feet) a distance of 266.25 feet; thence along the arc of a spiral curve right having an "a" value of 4.00 (the long chord of which bears North 38° 48' 10" East 199.83 feet) a distnace of 200.00 feet; thence North 41° 28' 10" East 157.75 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 39° 23' 10" East 249.87 feet) a distance of 250.00 feet; thence along the arc of an 1145.92 foot radius curve left (the long chord of which bears North 31° 15' 35" East 158.26 feet) a distance of 158.39 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 23° 08' 00" East 249.87 feet) a distance of 250.00 feet; thence North 21° 03' East 19.42 feet; thence along the arc of a spiral curve right having an "a" value of 2.00 (the long chord of which bears North 22° 23' 00" East 199.96 feet) a distance of 200.00 feet; thence along the arc of a 1432.40 foot radius curve right (the long chord of which bears North 29° 51' 15" East 239.93 feet) a distance of 240.21 feet; thence along the arc of a spiral curve right having an "a" value of 2.00 (the long chord of which bears North 37° 19' 30" East 199.96 feet) a distance of 200.00 feet; thence North 38° 39' 30" East 852.45 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 39° 51' 30" East 119.98 feet) a distance of 120.00 feet; thence along the arc of a 954.93 foot radius curve right (the long chord of which bears North 43° 54' 50" East 55.18 feet) a distance of 55.19 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 47° 58' 10" East 119.98 feet) a distance of 120.00 feet; thence North 49° 10' 10" East 137.66 feet; thence along the arc of a spiral curve left having an "a" value of 3.00 (the long chord of which bears North 47° 10' 10" East 199.90 feet) a distance of 200.00 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 41° 41' 53.5" East 49.04) a distance of 49.04 feet to Engineer's Centerline Station 723+29.33 P.O.C. said point being 589.37 feet South and 806.87 feet East of the one-quarter corner between Sections 32 and 33, Township 15 South, Range 1 West, Willamette Meridian, said point also being on the Southerly boundary of the tract of land which was conveyed by that certain deed to Weyerhaeuser Company, recorded on Reel 162-60-D, Clerks Filing No. 14688, Lane County Oregon Record of Deeds; bearings used herein are based upon the Oregon Coordinate System, South Zone.

The width in feet of the strip of land above referred to are as follows:

| Station to Station | Width on W'ly side C/L | Width on E'ly side C/L |
|---|---|---|
| 519+23.40 P.O.T. - 520+63.48 P.O.T. | 30.0 feet | 36.46 feet tapering on a straight line to 31.82 feet |

| Station to Station | Width on W'ly side C/L | Width on E'ly Side C/L |
|---|---|---|
| 520+63.48 P.O.T.- 521+08.65 P.S. | 30.0 feet | 31.82 feet tapering on a straight line to 31.0 feet |
| 521+08.65 P.S. - 521+11.54 P.O.S.T. | 30.0 feet | 31.0 feet |
| 521+11.54 P.O.S.T. - 522+68.65 P.S.C. | 30.0 feet | 31.0 feet tapering on a straight line to 40.0 feet |
| 522+68.65 P.S.C. - 629+53.11 P.S. | 30.0 feet | 30.0 feet |
| 629+53.11 P.S. - 632+00.00 P.O.S. | 30 feet tapering on a straight line to 45 ft | 30.0 feet |
| 632+00.00 P.O.S. - 635+00.00 P.O.S. | 45 feet tapering on a straight line to 35 ft | 30.0 feet |
| 635+00.00 P.O.S. - 639+87.03 P.S. | 35 feet | 30.0 feet |
| 639+87.03 P.S. - 641+87.03 P.S.C. | 35.0 feet | 30 feet tapering on a straight line to 50 ft |
| 641+87.03 P.S.C. - 647+12.92 P.C.S. | 35.0 feet | 50.0 feet |
| 647+12.92 P.C.S. - 649+12.92 P.T. | 35.0 feet | 50 feet tapering on a straight line to 30 ft |
| 649+12.92 P.T. - 675+81.21 P.S.C. | 35.0 feet | 30.0 feet |
| 675+81.21 P.S.C. - 681+00.00 P.O.S. | 35 feet tapering on a straight line to 30 ft | 30.0 feet |
| 681+00.00 P.O.S. - 682+00.00 P.O.S. | 30.0 feet | 30 feet tapering on a straight line to 45 ft |
| 682+00.00 P.O.S. - 682+50.00 P.O.S. | 30.0 feet | 45.0 feet |
| 682+50.00 P.O.S. - 683+50.00 P.O.T. | 30.0 feet | 45 feet tapering on a straight line to 30 ft |
| 683+50.00 P.O.T. - 686+52.97 P.S. | 30.0 feet | 30.0 feet |
| 686+52.97 P.S. - 688+52.97 P.S.C. | 30.0 feet | 30 feet tapering on a straight line to 35 ft |
| 688+52.97 P.S.C. - 691+19.22 P.C.S. | 30.0 feet | 35.0 feet |
| 691+19.22 P.C.S. - 693+19.22 P.T. | 30.0 feet | 35 feet tapering on a straight line to 30 ft |
| 693+19.22 P.T. - 720+80.29 P.S. | 30.0 feet | 30.0 feet |
| 720+80.29 P.S. - 722+80.29 P.S.C. | 30 feet tapering on a straight line to 40 ft | 30.0 feet |
| 722+80.29 P.S.C. - 723+05.65 P.O.C. | 40.0 feet tapering on a straight line to 44.86 ft | |
| 722+80.29 P.S.C. - 723+45.23 P.O.C. | | 30.0 feet tapering on a straight line to 33.43 feet excepting therefrom that portion conveyed by that deed to Weyerhaeuser Co. recorded on Reel 162-60-D Clerks Filing No. 14688 Lane County Record of Deeds. |

gs
6/5/61
85-061-17

H. O. Walberg
H. O. WALBERG, County Engineer

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LANE

STATE OF OREGON, )
COUNTY OF LANE, ) ss.

I, OLGA FREEMAN, County Clerk of the above named County and State, and Ex Officio Clerk of the County Court of the State of Oregon, for the County of Lane, do hereby certify that the foregoing copy of

RESOLUTION

has been by me compared with the original and that it is correct transcript therefrom, and the whole of said original as the same appears on file in my office and of record of said County Court on Reel 11 Page --
now in my official care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of Lane County, Oregon, this 7th day of June A.D., 1961.

OLGA FREEMAN
County Clerk and Ex Officio Clerk
of the County Court of the State
of Oregon for the County of Lane.

By Ruth Bishop
Deputy.

85-061-20

OFFICE OF
COUNTY HIGHWAY ADMINISTRATOR
LANE COUNTY, OREGON
1820 ROOSEVELT BLVD. — P. O. BOX 3156
EUGENE, OREGON

H. O. WALBERG
ADMINISTRATOR AND
COUNTY ENGINEER

H. O. STROMBOM
ASSISTANT

June 22, 1961

Clarence G. Swenson
County and City Relations Engr.
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Re: Marcola-Drury Creek Rd.

Enclosed herewith are documents filed to date in the matter of the alteration of the Marcola-Drury Creek Road, certified by the Lane County Clerk.

These papers are being sent to you in connection with the public notices necessary previous to a FAS hearing, by the B.P.R., if we fail to obtain the waivers necessary within the next few days, which in that case would make the hearing necessary.

Please note that the first hearing by the Board of Commissioners is on July 12 at 10:00 a.m. in room 200 at the Lane County Courthouse.

As previously discussed it would probably be possible to hold both hearings simultaneously.

Yours truly,

H.O. Walberg

H.O. Walberg
Administrator

Attached: 1. Order to Survey
2. Report of Survey
3. Resolution and order to post
4. Affidavit of posting

cc: Board of Commissioners

HOW/jkh

RECEIVED
JUN 23 1961
ENGINEER
COUNTY & CITY RELATIONS

Marcola, Oregon
June 1, 1961

Lane County Board of Commissioners
Lane County Courthouse
Eugene, Oregon

Re: FAS Project
Marcola - Drury Road

Gentlemen:

It is our understanding that regarding the above project, the 1960 Federal Aide Secondary Highway Act requires that a public hearing must be held prior to authorization of construction.

The purpose of this letter is to inform you, as well as the Bureau of Public Roads and the Oregon State Highway Department, that we, the undersigned have no objection to the project in any way, and herewith request that the public hearing above mentioned be waived.

It is our understanding, however, that with this concession on our parts, we in no way waive the rights to just compensation in payment for rights-of-way as required.

Helen Blair
Yours very truly,
O. H Blair
Helen Blair

Eastern Lane Forest Protective Assoc.

Grace Searles
Isaac Searls
Isaac Searles

May and T. E. West

Foster
David Foster

RRN: ln

Marcola, Oregon
June 1, 1961

Lane County Board of Commissioners
Lane County Courthouse
Eugene, Oregon

Re: FAS Project
Marcola - Drury Road

Gentlemen:

It is our understanding that regarding the above project, the 1960 Federal Aide Secondary Highway Act requires that a public hearing must be held prior to authorization of construction.

The purpose of this letter is to inform you, as well as the Bureau of Public Roads and the Oregon State Highway Department, that we, the undersigned have no objection to the project in any way, and herewith request that the public hearing above mentioned be waived.

It is our understanding, however, that with this concession on our parts, we in no way waive the rights to just compensation in payment for rights-of-way as required.

Yours very truly,

Helen Blair

Jacob L Smith Secty
Eastern Lane Forest Protective Assoc.

Isaac Searle

May and T. E. West

David Foster

REN: ln

FILED
AT. O'CLOCK .M
[illegible] 5 1961
OLGA FREEMAN
COUNTY CLERK
BY
DEPUTY

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY

IN THE MATTER OF THE ALTERATION 5-3-61 )
)
of )
)
A County Road commonly known as Marcola- )
Drury Creek Road, and constituting portions )
of the Cole Road, County Road No. 20 and the )
W. Adams Road, County Road No. 111 in Sections )
5, 8, 18, and 19, Township 16 South, Range 1 )
West, Willamette Meridian, and Sections 32 and )
33, Township 15 South, Range 1 West, Willamette )
Meridian. )

#2415

**REPORT OF SURVEY**

TO THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY:

I, H. O. WALBERG, County Engineer of Lane County, duly ordered by the Board of County Commissioners of Lane County on the 3rd day of May, 1961, to make a complete survey necessary for proceedings under ORS 368.470 in the above entitled matter, hereby report that, as ordered, I made and have completed such a survey, and that a proper description of the County Road commonly known as Marcola-Drury Creek Road, and constituting portions of County Road No. 20 and County Road No. 111, as desired by the Board to be altered, including all necessary land, is attached hereto and hereby submitted to the Board.

DATED this 3rd day of May, 1961.

H. O. Walberg
Lane County Engineer

FEW:gs
5/3 /61

# MARCOLA-DRURY CREEK ROAD
## Description

Beginning at Engineer's Centerline Station 519+93.40 P.O.T., said station being 396.60 feet North and 283.53 feet West of the South one-quarter corner of Section 18, Township 16 South, Range 1 West, Willamette Meridian, Lane County, Oregon; thence along the arc of a spiral curve left having an "a" value of 12.5 (the long chord of which bears North 65° 42' East 159.45 feet) a distance of 160 feet; thence along the arc of a 286.48 foot radius curve left (the long chord of which bears North 48° 02' East 69.83 feet) a distance of 70.00 feet; thence along the arc of a spiral curve left having an "a" value of 12.5 (the long chord of which bears North 30° 22' East 159.45 feet) a distance of 160 feet thence North 25° 02' East 246.15 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 25° 32' East 150 feet) a distance of 150 feet; thence along the arc of a 2864.79 foot radius curve right (the long chord of which bears North 27° 16' 40" East 74.44 feet) a distance of 74.44 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 29° 01' 20" East 150 feet) a distance of 150 feet; thence North 29° 31' 20" East 488.77 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 27° 26' 20" East 249.87 feet) a distance of 250 feet; thence along the arc of an 1145.92 foot radius curve left (the long chord of which bears North 21° 02' 10" East 89.42 feet) a distance of 89.44 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 14° 38' East 249.87 feet) a distance of 250 feet; thence North 12° 33' East 1877.91 feet; thence along the arc of a spiral curve right having an "a" value of 1.25 (the long chord of which bears North 15° 53' East 399.46 feet) a distance of 400 feet; thence along the arc of an 1145.92 foot radius curve right (the long chord of which bears North 25° 53' 20" East 133.48 feet) a distance of 133.56 feet; thence along the arc of a spiral curve right having an "a" value of 1.25 (the long chord of which bears North 35° 53' 40" East 399.46 feet) a distance of 400 feet; thence North 39° 13' 40" East 2055.20 feet; thence along the arc of a spiral curve right having an "a" value of 0.25 (the long chord of which bears North 39° 53' 40" East 399.95 feet) a distance of 400 feet; thence along the arc of a 5729.58 foot radius curve right (the long chord of which bears North 41° 53' 45" East 133.61 feet) a distance of 133.61 feet; thence along the arc of a spiral curve right having an "a" value of 0.25 (the long chord of which bears North 43° 53' 50" East 399.95 feet) a distance of 400 feet; thence North 44° 33' 50" East 821.42 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 40° 33' 50" East 399.22 feet) a distance of 400 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 30° 21' 55" East 73.27 feet) a distance of 73.29 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 20° 10' East 399.22 feet) a distance of 400 feet; thence North 16° 10' East 477.28 feet; thence along the arc of a spiral curve left having an "a" value of 1.25 (the long chord of which bears North 15° 20' East 199.98 feet) a distance of 200.00 feet; thence along the arc of a 2291.83 foot radius curve left (the long chord of which bears North 12° 55' 35" East 59.22 feet) a distance of 59.22 feet; thence along the arc of a spiral curve left having an "a" value of 1.25 (the long chord of which bears North 10° 31' 10" East 199.98 feet) a distance of 200 feet; thence North 9° 41' 10" East 324.17 feet to Engineer's centerline Station 629+53.11 P.S., said Station being 341.10 feet South and 21.31 feet West of the Northeast corner of the Thomas Gray Donation Land Claim Number 42, Township 16 South, Range 1 West, Willamette Meridian; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 6° 41' 10" East 299.67 feet) a distance of 300 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 3° 19' 35" West 133.64 feet) a distance of 133.75 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 13° 20' 20" West 299.67 feet) a distance of 300 feet; thence North 16° 20' 20" West 300.17 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 13° 00' 20" West 199.73 feet) a distance of 200.00 feet; thence along the arc of a 572.96 foot radius curve right (the long chord of which bears North 19° 57' 20" East 507.62 feet) a distance of 525.89 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 52° 55' East 199.73 feet) a distance of 200.00 feet; thence North 56° 15' East 199.03 feet; thence along the arc of a spiral curve left having an "a" value of

1.33 (the long chord of which bears North 54° 15' East 299.85 feet) a distance of 300,00 feet; thence along the arc of a 1432.40 foot radius curve left (the long chord of which bears North 41° 57' 00" East 413.55 feet) a distance of 415.00 feet; thence along the arc of a spiral curve left having an "a" value of 1.33 (the long chord of which bears North 29° 39' East 299.85 feet) a distance of 300.00 feet; thence North 27° 39' East 173.06 feet; thence along the arc of a spiral curve right having an "a" value 1.33 (the long chord of which bears North 29° 39' East 299.85 feet) a distance of 300.00 feet; thence along the arc of a 1432.40 foot radius curve right (the long chord of which bears North 36° 48' 40" East 157.98 feet) a distance of 158.00 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 43° 58' 20" East 299.85 feet) a distance of 300.00 feet; thence North 45° 58' 20" East 123.20 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 41° 58' 20" East 399.22 feet) a distance of 400.00 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 25° 04' 15" East 295.52 feet) a distance of 296.71 feet, thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 8° 10' 10" East 399.22 feet) a distance of 400.00 feet to Engineer's Centerline Station 682+77.92 P.T. Bk=682+81.19 P.O.T. Ah.; thence North 4° 10' 10" East 371.78 feet; thence along the arc of a spiral curve right having an "a" value of 4.00 (the long chord of which bears North 6° 50' 10" East 199.83 feet) a distance of 200.00 feet; thence along the arc of a 716.20 foot radius curve right (the long chord of which bears North 22° 49' 10" East 264.72 feet) a distance of 266.25 feet; thence along the arc of a spiral curve right having an "a" value of 4.00 (the long chord of which bears North 38° 48' 10" East 199.83 feet) a distnace of 200.00 feet; thence North 41° 28' 10" East 157.75 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 39° 23' 10" East 249.87 feet) a distance of 250.00 feet; thence along the arc of an 1145.92 foot radius curve left (the long chord of which bears North 31° 15' 35" East 158.26 feet) a distance of 158.39 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 23° 08' 00" East 249.87 feet) a distance of 250.00 feet; thence North 21° 03' East 19.42 feet; thence along the arc of a spiral curve right having an "a" value of 2.00 (the long chord of which bears North 22° 23' 00" East 199.96 feet) a distance of 200.00 feet; thence along the arc of a 1432.40 foot radius curve right (the long chord of which bears North 29° 51' 15" East 239.93 feet) a distance of 240.21 feet; thence along the arc of a spiral curve right having an "a" value of 2.00 (the long chord of which bears North 37° 19' 30" East 199.96 feet) a distance of 200.00 feet; thence North 38° 39' 30" East 852.45 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 39° 51' 30" East 119.98 feet) a distance of 120.00 feet; thence along the arc of a 954.93 foot radius curve right (the long chord of which bears North 43° 54' 50" East 55.18 feet) a distance of 55.19 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 47° 58' 10" East 119.98 feet) a distance of 120.00 feet; thence North 49° 10' 10" East 137.66 feet; thence along the arc of a spiral curve left having an "a" value of 3.00 (the long chord of which bears North 47° 10' 10" East 199.90 feet) a distance of 200.00 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 41° 41' 53.5" East 49.04) a distance of 49.04 feet to Engineer's Centerline Station 723+29.33 P.O.C. said point being 589.37 feet South and 806.87 feet East of the one-quarter corner between Sections 32 and 33, Township 15 South, Range 1 West, Willamette Meridian, said point also being on the Southerly boundary of the tract of land which was conveyed by that certain deed to Weyerhaeuser Company, recorded on Reel 162-60-D, Clerks Filing No. 14688, Lane County Oregon Record of Deeds; bearings used herein are based upon the Oregon Coordinate System, South Zone.

The width in feet of the strip of land above referred to are as follows:

| Station to Station | Width on W'ly side C/L | Width on E'ly side C/L |
|---|---|---|
| 519+23.40 P.O.T. - 520+63.48 P.O.T. | 30.0 feet | 36.46 feet tapering on a straight line to 31.82 feet |

| Station to Station | Width on W'ly side C/L | Width on E'ly Side C/L |
|---|---|---|
| 520+63.48 P.O.T.- 521+08.65 P.S. | 30.0 feet | 31.82 feet tapering on a straight line to 31.0 feet |
| 521+08.65 P.S. - 521+11.54 P.O.S.T. | 30.0 feet | 31.0 feet |
| 521+11.54 P.O.S.T. - 522+68.65 P.S.C. | 30.0 feet | 31.0 feet tapering on a straight line to 40.0 feet |
| 522+68.65 P.S.C. - 629+53.11 P.S. | 30.0 feet | 30.0 feet |
| 629+53.11 P.S. - 632+00.00 P.O.S. | 30 feet tapering on a straight line to 45 ft | 30.0 feet |
| 632+00.00 P.O.S. - 635+00.00 P.O.S. | 45 feet tapering on a straight line to 35 ft | 30.0 feet |
| 635+00.00 P.O.S. - 639+87.03 P.S. | 35 feet | 30.0 feet |
| 639+87.03 P.S. - 641+87.03 P.S.C. | 35.0 feet | 30 feet tapering on a straight line to 50 ft |
| 641+87.03 P.S.C. - 647+12.92 P.C.S. | 35.0 feet | 50.0 feet |
| 647+12.92 P.C.S. - 649+12.92 P.T. | 35.0 feet | 50 feet tapering on a straight line to 30 ft |
| 649+12.92 P.T. - 675+81.21 P.S.C. | 35.0 feet | 30.0 feet |
| 675+81.21 P.S.C. - 681+00.00 P.O.S. | 35 feet tapering on a straight line to 30 ft | 30.0 feet |
| 681+00.00 P.O.S. - 682+00.00 P.O.S. | 30.0 feet | 30 feet tapering on a straight line to 45 ft |
| 682+00.00 P.O.S. - 682+50.00 P.O.S. | 30.0 feet | 45.0 feet |
| 682+50.00 P.O.S. - 683+50.00 P.O.T. | 30.0 feet | 45 feet tapering on a straight line to 30 ft |
| 683+50.00 P.O.T. - 686+52.97 P.S. | 30.0 feet | 30.0 feet |
| 686+52.97 P.S. - 688+52.97 P.S.C. | 30.0 feet | 30 feet tapering on a straight line to 35 ft |
| 688+52.97 P.S.C. - 691+19.22 P.C.S. | 30.0 feet | 35.0 feet |
| 691+19.22 P.C.S. - 693+19.22 P.T. | 30.0 feet | 35 feet tapering on a straight line to 30 ft |
| 693+19.22 P.T. - 720+80.29 P.S. | 30.0 feet | 30.0 feet |
| 720+80.29 P.S. - 722+80.29 P.S.C. | 30 feet tapering on a straight line to 40 ft | 30.0 feet |
| 722+80.29 P.S.C. - 723+05.65 P.O.C. | 40.0 feet tapering on a straight line to 44.86 ft | |
| 722+80.29 P.S.C. - 723+45.23 P.O.C. | | 30.0 feet tapering on a straight line to 33.43 feet excepting therefrom that portion conveyed by that deed to Weyerhaeuser Co. recorded on Reel 162-60-D Clerks Filing No. 14688 Lane County Record of Deeds. |

gs
6/5/61
85-061-17

H. O. Walberg
H. O. WALBERG, County Engineer

# IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
## STATE OF OREGON

STATE OF OREGON, ) ss
COUNTY OF LANE, )

I, OLGA FREEMAN, County Clerk of the above named County and State, and Ex Officio Clerk of the Board of County Commissioners of Lane County, State of Oregon, do hereby certify that the foregoing copy of REPORT OF SURVEY

has been compared by me with the original thereof and that it is a correct transcript of the same and the whole thereof as the same appears on file in my office and ~~of record in said Board of County Commissioners on Reel ________ Page ________~~ now in my official care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of Lane County, Oregon, this 20th day of June A.D., 19 61.

OLGA FREEMAN
County Clerk and Ex Officio Clerk of the
Board of County Commissioners of Lane
County, State of Oregon

By Ruth Bishop
Deputy

C10-861-63

# IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY

IN THE MATTER OF THE ALTERATION

5-3-61

of

A County Road commonly known as Marcola-Drury Creek Road, and constituting portions of the Cole Road, County Road No. 20 and the W. Adams Road, County Road No. 111 in Sections 5, 8, 18, and 19, Township 16 South, Range 1 West, Willamette Meridian, and Sections 32 and 33, Township 15 South, Range 1 West, Willamette Meridian.

#2415

FILED
AT O'CLOCK ..... M
MAY [illegible] 1961
OLGA FREEMAN
COUNTY CLERK
BY
DEPUTY

**ORDER TO SURVEY**

**THIS MATTER** now coming before the Board of County Commissioners of Lane County, and the Board desiring to make certain alterations of the County Road commonly known as Marcola-Drury Creek Road,

> from a point which is the intersection of the centerline of County Road No. 20 with the centerline of County Road No. 370 as relocated at Engineers Centerline Station 519+03.40 P.O.T., said station being 396.60 feet North and 283.53 feet West of the South one-quarter corner of Section 18, Township 16 South, Range 1 West and extending Northeasterly, Northerly, Northwesterly and Northeasterly thru Sections 18, 7, 8 and 5 of Township 16 South, Range 1 West and thru Sections 32 and into Section 33 of Township 15 South, Range 1 West, to a point on the Southerly boundary of the tract of land which was conveyed by that certain deed to Weyerhaeuser Company, recorded on Reel 162-60-D, Clerks Filing No. 14688, Lane County Oregon Record of Deeds,

and it being the purpose of said Board to commence proceedings under ORS 368.470 for the alteration of the said road and the Board being fully advised in the premises; now, therefore, it is hereby

**ORDERED** that the County Engineer make a complete survey necessary for said proceedings including all necessary land, and that a proper description of said road as desired to be altered be submitted to said Board immediately upon completion of said survey.

**DATED** this 3rd day of May, 1961.

BOARD OF COUNTY COMMISSIONERS

By Kenneth Nielsen

By Jess Hill

By Frank A. Elliott

FEN:gs
5/18/61

## IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
## STATE OF OREGON

STATE OF OREGON, ) ss
COUNTY OF LANE, )

I, OLGA FREEMAN, County Clerk of the above named County and State, and Ex Officio Clerk of the Board of County Commissioners of Lane County, State of Oregon, do hereby certify that the foregoing copy of ORDER TO SURVEY

has been compared by me with the original thereof and that it is a correct transcript of the same and the whole thereof as the same appears on file in my office and of record in said Board of County Commissioners on Reel 11 Page 804 now in my official care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of Lane County, Oregon, this 20th day of June A.D., 1961.

OLGA FREEMAN
County Clerk and Ex Officio Clerk of the
Board of County Commissioners of Lane
County, State of Oregon

By Ruth Bishop
Deputy

C30-061-03

[illegible]

NOTED
V. R. JONES

Salem, Oregon
June 29, 1961

Drury Creek-Marcola Section
FAS 228, Lane County

Mr. R. L. Porter
Office Engineer

Attention: Mr. V. G. O'Neil

NOTED
Harold C. Ayers

Attached is a copy of a letter from Lane County which sets forth the quantities of oiling aggregates which they would like to have included in the subject project. These items will have to be non-participating and the county has been so notified.

A public hearing on right-of-way on this project is to be held on July 12 and subsequent to that date I will advise you further regarding the time for opening bids on this project.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

LANE COUNTY
P. O. BOX 3156
EUGENE, OREGON

OSCAR NORBERG
ENGINEER

TELEPHONE:
DIAMOND 3-1671

June 27, 1961

Mr. Clarence Swenson
City & County Relations Rngineer
State Highway Department
Salem, Oregon

Marcola -Drury Creek Section
Marcola Road --- Lane County

Dear Sir:

This is in regard to the Marcolar- Drury Creek Section of the Marcola Road FAS project that the State is writing specifications for Lane County.

Lane County will need some mineral aggregate for an 0-11 oil mat after the State construction is finished. We have some of the crushed materials in stockpiles, but we will need to increase the volumes as follows:
1¼"-3/4" Mineral Aggregate 680 CY, 3/4"-½" Mineral Aggregate 490 CY;
½"-¼" Mineral Aggregate 450 CY, ¼"-10Mesh Mineral Aggregate 440CY.

Lane County has a lease for a stockpile site and the County will prepare the site for stockpiling purposes. The location is approximately 400' west of Station 684 of the Marcola - Drury Creek Section.

This may not be a participating item but it will be a convenient way for the County to get enough mineral aggregate to complete the oiling planned in the area.

A copy of our lease is herewith submitted for the stockpile site.

Yours truly,

Oscar Norberg

Oscar Norberg,
Principal Engineer

Attach

RECEIVED
JUN 29 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 16, 1961

Mr. H. O. Walberg
Lane County Highway Administrator
1820 Roosevelt Boulevard
Eugene, Oregon

See: Fas 231, Lane Co
Letter of 6-12-61

FAS 228

Dear Mr. Walberg:

This is to confirm our telephone conversation this morning regarding the refund of $27,144.80 which monies were to be used as part of the advance deposit on the Drury Creek-Marcola project which we had scheduled for bid opening in June.

As you know, it became impossible to meet this schedule because plans were not completed in time so the Drury Creek-Marcola project is now scheduled for bid opening in July.

Because of bookkeeping procedures and regulations, it will be necessary that we refund to you this $27,144.80 at this time and request your advance deposit on the Drury Creek-Marcola project after bids are opened for this project.

I hope this will not be too much of an inconvenience to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

CGS:mm

6/7/61

[illegible] quit waiting to [illegible] was [illegible] place [illegible] Marcia [illegible] 5th because the viewers are [illegible] [illegible] and [illegible] line, [illegible] [illegible] I [illegible]. During the conversation we discussed the retaining wall we are to design for the County in connection with the Alameda Ck in the vicinity of Santa Clara on the [illegible] Road. He wanted to know if the radius was adequate to fit our design if not & if additional r/w would be required then he would like to know as soon as possible. I talked to [illegible] and they are working on the alignment and will let us know as soon as they come up with an answer, but he thinks the County's plan doesn't show enough horizontal Clearance

Lane Co

LANE COUNTY
P. O. BOX 3156
EUGENE, OREGON

OSCAR NORBERG
ENGINEER

TELEPHONE:
DIAMOND 3-1671

June 3, 1961

NOTED
C G SWENSON

NOTED
Harold C. Ayers

Mr. Clarenee Swenson
City & County Relations Engineer
State Highway Department
Salem, Oregon

Re: Marcola-Drury Creek Section
Marcola Road---Lane County

NOTED
V. R. JONES

Dear Sir:

This is in regard to the Marcola-Drury Creek Section of the Marcola Road that the State made the survey for in connection with a FAS project for Lane County.

The power company and the telephone company will want Lane County to tell them which poles will have to be moved. If we could borrow the location cross sections they would help us to show the limits of the grading. Otherwise, a print of the profile will be sufficient for our needs. The former would be easier to use, however.

Yours truly,

Oscar Norberg
Oscar Norberg,
Principal Engineer

6/7/61

I checked this with Bill Sample and they are working on the job and don't want to let the cross sections leave the office at this time. However, the county has AP copies of the detail map on which the slope lines are plotted. I also talked to Curt Baker and he suggested that Norberg get together with Jim Mayfield and work their problem out in the field. I called Norberg and gave him this information
JDG

RECEIVED
JUN 1961
ENGINEER
COUNTY & CITY RELATIONS

May 26, 1961

Mr. H. O. Walberg
Lane County Highway Administrator
1820 Roosevelt Boulevard
Eugene, Oregon

Dear Mr. Walberg:

This is in regard to our discussion this date regarding the Bureau of Public Roads' requirements for a formal public hearing on the Drury Creek-Marcola project on FAS 228.

As I pointed out to you, the easiest way to meet these requirements would be for the County to contact the owners of the property involved inside of the community of Marcola, explaining to them their right to request a formal public hearing. These property owners as we have them shown on our map are:

Mae and T. E. West
Ed and Agnes Savage
Helen Blair
Eastern Lane Forest Protective Association

If none of these property owners request a formal public hearing and you will certify this by letter along with a statement that the Board of C ommissioners does not request a hearing, we will forward the letter to the B.P.R. which will satisfy their requirements for this hearing.

Your earliest attention to this matter would be greatly appreciated in order that this may be cleared up at the earliest possible date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: D. J. Barbee
Victor D. Wolfe

LANE COUNTY
P. O. BOX 3156
EUGENE, OREGON

OSCAR NORBERG
ENGINEER

TELEPHONE:
DIAMOND 3-1671

April 24, 1961

Mr. H. S. Cox
Assistant County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This is in regard to the Marcola - Drury Creek Section of the Marcola Road that the State made for Lane County in connection with the Federal Aid project.

We have written a centerline description for "Resolution" purposes and forwarded it through our channels for R/W acquisition. A copy of the description is herewith enclosed. We will keep you informed with our progress in the R/W acquisition.

We will take steps to extend the term for the lease on the "Dollar" quarry and send you a copy of the lease when it is signed for a longer term.

We will need two or three prints of the Marcola-Drury Creek Section of the Marcola Road, could you furnish these or send us the tracing.

Yours truly,

Oscar Norberg
Oscar Norberg,
Principal Engineer

F.A.S. 228.

RECEIVED
APR 26 1961
ENGINEER
COUNTY & CITY RELATIONS

[illegible] 4-28-61
H. S. Co.

## MARCOLA — DRURY CREEK SECTION
## of the Marcola Road

A strip of land variable feet in width, variable feet on each side of the centerline of the Marcola road, as said road has been relocated, which centerline is described as follows:

Beginning at Engineer's centerline Station 521+08.65 P.S., said Station being 31[illegible].[illegible]6 feet North and 2856.34 feet East of the Southwest corner of Section 18, Township 16 South, Range 1 West, Willamette Meridian, Lane County, Oregon; thence along the arc of a spiral curve left having an "a" value of 12.5 (the long chord of which bears North 55°42' East 159.45 feet) a distance of 160 feet; thence along the arc of a 286.48 foot radius curve left (the long chord of which bears North 48°02' East 69.83 feet) a distance of 70.00 feet; thence along the arc of a spiral curve left having an "a" value of 12.5 (the long chord of which bears North 30°22' East 159.45 feet) a distance of 160 feet; thence North 25°02' East 246.15 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 25°32' East 150 feet) a distance of 150 feet; thence along the arc of a 2864.79 foot radius curve right (the long chord of which bears North 27°16'40" East 74.44 feet) a distance of 74.44 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 29°01'20" East 150 feet) a distance of 150 feet; thence North 29° 31'20" East 488.77 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 27°26'20" East 249.87 feet) a distance of 250 feet; thence along the arc of an 1145.92 foot radius curve left (the long chord of which bears North 21°02'10" East 89.42 feet) a distance of 89.44 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 14°38' East 249.87 feet) a distance of 250 feet; thence North 12°33' East 1877.91 feet; thence along the arc of a spiral curve right having an "a" value of 1.25 (the long chord of which bears North 15°53' East 399.46 feet) a distance of 400 feet; thence along the arc of an 1145.92 foot radius curve right (the long chord of which bears North 25°53'20" East 133.48 feet) a distance of 133.56 feet; thence along the arc of a spiral curve right having an "a" value of 1.25 (the long chord of which bears North 35°53'40" East 399.46 feet) a distance of 400 feet; thence North 39°13'40" East 2055.20 feet; thence along the arc of a spiral curve right having an "a" value of 0.25 (the long chord of which bears North 39°53'40" East 399.98 feet) a distance of 400 feet; thence along the arc of a 1729.58 foot radius curve right (the long chord of which bears North 41°53'45" East [illegible] feet) a distance of 133.61 feet; thence along the arc of a spiral curve right having an "a" value of 0.25 (the long chord of which bears North 43°53'50" East 399.98 feet) a distance of 400 feet; thence North 44°33'50" East 821.42 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 40° 33'50" East 399.22 feet) a distance of 400 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 30°21'55" East 73.27 feet) a distance of 73.29 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 20°10' East 399.22 feet) a distance of 400 feet; thence North 16°10' East 477.28 feet; thence along the arc of a spiral curve left having an "a" value of 1.25 (the long chord of which bears North 15°20' East 199.98 feet) a distance of 200.00 feet; thence along the arc of a 2291.83 foot radius curve left (the long chord of which bears North 12°58'35" East 59.22 feet) a distance of 59.22 feet; thence along the arc of a spiral curve left having an "a" value of 1.25 (the long chord of which bears North 10°31'10" East 199.98 feet) a distance of 200 feet; thence North 9°41'10" East 324.17 feet to Engineer's centerline Station 629+53.11 P.S., said Station being 341.10 feet South and 21.31 feet West of the Northeast corner of the Thomas Gray Donation Land Claim number 42, Township 16 South, Range 1 West, Willamette Meridian; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 6°41'10" East 299.67 feet) a distance of 300 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 3°19'35" West 133.64 feet) a distance of 133.75 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 13°20'20" West 299.67 feet) a distance of 300 feet; thence North 16°20'20" West 300.17 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 13°00'20" West 199.73 feet) a distance of 200.00 feet; thence along the arc of a [illegible] foot radius curve right (the long chord of which bears North 19°37'20" East 507.02 feet) a distance of 52[illegible].59 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 52°55' East 199.73 feet) a distance of 200.00 feet; thence North 56°15' East 199.03 feet; thence along the arc of a spiral curve left having an "a" value of 1.33 (the long chord of which bears North 54°15' East 299.85 feet) a distance of

300.00 feet; thence along the arc of a 1432.40 foot radius curve left (the long chord of which bears North 41°57'00" East 413.55 feet) a distance of 415.00 feet; thence along the arc of a spiral curve left having an "a" value of 1.33 (the long chord of which bears North 29°39' East 299.85 feet) a distance of 300.00 feet; thence North 27°39' East 173.06 feet; thence along the arc of a spiral curve right having an "a" value 1.33 (the long chord of which bears North 29°39' East 299.85 feet) a distance of 300.00 feet; thence along the arc of a 1432.40 foot radius curve right (the long chord of which bears North 36°48'40" East 157.98 feet) a distance of 158.00 feet; thence along the arc of a spiral curve right having an "a" value of 1.33 (the long chord of which bears North 43°58'20" East 299.85 feet) a distance of 300.00 feet; thence North 45°58'20" East 123.20 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 41°58'20" East 399.22 feet) a distance of 400.00 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 25°04'15" East 295.52 feet) a distance of 296.71 feet; thence along the arc of a spiral curve left having an "a" value of 1.5 (the long chord of which bears North 8°10'10" East 399.22 feet) a distance of 400.00 feet to Engineer's centerline Station 682+77.92 P.T. Bk.=682+81.19 P.O.T. An.; thence North 4°10'10" East 371.78 feet; thence along the arc of a spiral curve right having an "a" value of 4.00 (the long chord of which bears North 6°50'10" East 199.83 feet) a distance of 200.00 feet; thence along the arc of a 716.20 foot radius curve right (the long chord of which bears North 22°49'10" East 264.72 feet) a distance of 266.25 feet; thence along the arc of a spiral curve right having an "a" value of 4.00 (the long chord of which bears North 38°48'10" East 199.83 feet) a distance of 200.00 feet; thence North 41°28'10" East 157.75 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 39°23'10" East 249.87 feet) a distance of 250.00 feet; thence along the arc of an 1145.92 foot radius curve left (the long chord of which bears North 31°15'35" East 158.26 feet) a distance of 158.39 feet; thence along the arc of a spiral curve left having an "a" value of 2.00 (the long chord of which bears North 23°08'00" East 249.87 feet) a distance of 250.00 feet; thence North 21°03' East 19.42 feet; thence along the arc of a spiral curve right having an "a" value of 2.00 (the long chord of which bears North 22°23'00" East 199.96 feet) a distance of 200.00 feet; thence along the arc of a 1432.40 foot radius curve right (the long chord of which bears North 29°51'15" East 239.93 feet) a distance of 240.21 feet; thence along the arc of a spiral curve right having an "a" value of 2.00 (the long chord of which bears North 37°19'30" East 199.96 feet) a distance of 200.00 feet; thence North 38°39'30" East 852.45 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 39°51'30" East 119.98 feet) a distance of 120.00 feet; thence along the arc of a 954.93 foot radius curve right (the long chord of which bears North 43°54'50" East 55.18 feet) a distance of 55.19 feet; thence along the arc of a spiral curve right having an "a" value of 5.00 (the long chord of which bears North 47°58'10" East 119.98 feet) a distance of 120.00 feet; thence North 49°10'10" East 137.66 feet; thence along the arc of a spiral curve left having an "a" value of 3.00 (the long chord of which bears North 47°10'10" East 199.90 feet) a distance of 200.00 feet; thence along the arc of a 954.93 foot radius curve left (the long chord of which bears North 39°33'55" East 120.06 feet) a distance of 120.14 feet; thence along the arc of a spiral curve left having an "a" value of 3.00 (the long chord of which bears North 31°57'40" East 199.90 feet) a distance of 200.00 feet; thence North 29°57'40" East 149.57 feet to Engineer's centerline Station 727+50 P.O.T., said Station being 2256.72 feet North and 3739.02 feet East of the one-quarter corner on the South boundary of Section 32, Township 15 South, Range 1 West of the Willamette Meridian, Lane County, Oregon.

The width in feet of the strip of land above referred to are as follows:

| Station to Station | Width on W'ly side of C/L | Width on E'ly side of C/L |
|---|---|---|
| 521+08.65 P.S. - 629+53.11 P.S. | 30 feet | 30 feet |
| 629+53.11 P.S. - 632+00.00 P.O.S. | 30' tapering on a sight line to 45' | 30 feet |
| 632+00.00 P.O.S. - 635+00.00 P.O.S. | 45' tapering on a sight line to 35' | 30 feet |
| 635+00.00 P.O.S. - 639+87.03 P.S. | 35 feet | 30 feet |
| 639+87.03 P.S. - 641+87.03 P.S.C. | 35 feet | 30' tapering on a sight line to 50' |
| 641+87.03 P.S.C. - 647+12.92 P.C.S. | 35 feet | 50 feet |
| 647+12.92 P.C.S. - 649+12.92 P.T. | 35 feet | 50' tapering on a sight line [illegible] |
| 649+12.92 P.T. - 675+81.21 P.S.C. | 35 feet | 30 feet |
| 675+81.21 P.S.C. - 681+00.00 P.O.S. | 35' tapering on a sight line to 30' | 30 feet |

| Station to Station | Width on W'ly side of C/L | Width on E'ly side of C/L |
|---|---|---|
| 681+00.00 P.O.S. - 682+00.00 P.O.S. | 30 feet | 30' tapering on a sight line to 45' |
| 682+00.00 P.O.S. - 682+50.00 P.O.S. | 30 feet | 45 feet |
| 682+50.00 P.O.S. - 683+50.00 P.O.T. | 30 feet | 45' tapering on a sight line to 30' |
| 683+50.00 P.O.T. - 686+52.97 P.S. | 30 feet | 30 feet |
| 686+52.97 P.S. - 688+52.97 P.S.C. | 30 feet | 30' tapering on a sight line to 35' |
| 688+52.97 P.S.C. - 691+19.22 P.C.S. | 30 feet | 35 feet |
| 691+19.22 P.C.S. - 693+19.22 P.T. | 30 feet | 35' tapering on a sight line to 30' |
| 693+19.22 P.T. - 720+80.29 P.S. | 30 feet | 30 feet |
| 720+80.29 P.S. - 722+80.29 P.S.C. | 30' tapering on a sight line to 40' | 30 feet |
| 722+80.29 P.S.C. - 724+00.43 P.C.S. | 40' tapering on a sight line to 57.06' | 30' tapering on a sight line to 40 feet |
| 724+00.43 P.C.S. - 726+00.43 P.T. | 57.06' tapering on a sight line to 60' | 40 feet |
| 726+00.43 P.T. - 727+50.00 P.O.T. | 60' along the easterly curved R.R. r/w line (radius=746.20') to 43' | 40 feet |

[illegible]

NOTED
[illegible]

April 7, 1961

NOTED
Harold C. Ayers

Mr. Oscar Norberg
Lane County Road Department
1820 Roosevelt Boulevard
Eugene, Oregon

Dear Sir:

This letter will confirm our telephone conversation of April 5, 1961, wherein the Drury Creek-Marcola project was discussed.

I have notified our design department that the abovementioned project will not be eligible for the May 23 letting due to lack of time element in right-of-way acquisition. This office has photocopies of the coordinate sheets on this project which are being enclosed for your use in right-of-way description preparation.

Also enclosed is a copy of our "Policy and Procedure" for your use. Please note paragraph "C" on page 2 regarding material sources. The last sheet of these instructions deals with design standards which may prove useful as Lane County is grading on some FAS roads.

Plans are now complete for the Row River Bridge on FAS 231 in Lane County and it is the hope of this office that this project may be let May 23. If for any reason Lane County does not wish to let the Row River project at that time, please notify this office soon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
V R. JONES

NOTED
H. S. COX

[illegible]

Salem, Oregon
4/3/61

Drury Creek-Marcola Section
FAS 228, Lane County

Mr. Tom Edwards
OFFICE

NOTED
C. Ayers

The subject-named project has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Lane County has been contacted and will furnish this office a letter pertaining to the following:

(1) Lane County will adjust Shotgun Creek and Cashe Creek bridges to grade when new grades are established.

(2) Make available to the contractor of this project material from the Dollar Quarry at 5¢ per cubic yard if desired.

(3) Express type of property descriptions desired for this project.

In order to expedite drafting of plans for this project, this office is processing the field plans prior to obtaining the aforementioned letter.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Frank Hall
J. E. Morelock
V. G. O'Neil
Floyd Scott

MEMO TO J. W. NASH
4/3/61

FAS 228, LANE COUNTY

TERMINI: From 0.6 mile northerly from Mabel southerly 3.88 miles to northerly limits of Marcola.

PROPOSED WORK: Grade, drain, and place base on 3.88 miles of main roadbed. Included in the contract will also be construction of various approaches and placing of base rock rip-rap for protection from Mohawk River erosion.

PROJECT LENGTH: 3.88 miles.

| COSTS | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION: | $225,000 | $135,000 | $45,000 | $45,000 (Co.) |

EXISTING FACILITIES: 26' graveled roadbed, some substandard horizontal alignment.

STRUCTURE: Two pile trestle bridges that will be left in place. These bridges must be signed as being narrow:
Cache Creek - P.T. wooden bridge, H.C. 23'-4", Length 57-1/2'.
Shotgun Creek - P.T. wooden bridge, H.C. 23'-2", Length 113'.

ADJACENT SECTIONS:
North End - 26' graveled roadway. Lane County will in the future realign and regrade section to north to a finished width of 30'.
South End - 22' bituminous wearing surface, 34' roadway.

PROJECT DATA: Grade and drain to an improved grade and alignment and place crushed rock base to a compacted depth of 17". Finished width after surfacing has been placed will be 30'. This will allow a 22' bituminous wearing surface with 4' shoulders to be constructed by Lane County at a later date. Two wooden bridges presently in use at Shotgun Creek and Cashe Creek will be left in place. Adjustment of these bridges to the new grade will be done by Lane County when the need becomes apparent. Both of these bridges must be signed as being substandard in width.

| | |
|---|---|
| ROW: | 60' minimum. |
| ACCESS CONTROL: | None. |
| RR XING: | None. |
| SYSTEM ACTION: | None required. |
| PUBLIC HEARING: | None required. |

MINIMUM DESIGN STANDARDS: Two narrow bridges as noted above. One substandard 20° horizontal curve at south end of project in Marcola. This curve falls within the built-up area of Marcola and relocation at this point would be quite expensive due to disruption of homes.

FAS 228 serves a large, diversified farming area and is on a mail and school bus route; heaviest travel, however, is log hauling.

HSC:mm

LANE COUNTY
P. O. BOX 3156
EUGENE, OREGON

OSCAR NORBERG
ENGINEER

TELEPHONE:
DIAMOND 3-1671

March 31, 1961

Mr. Clarence Swenson
City & County Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This is in regard to the Marcola-Drury Creek Section of the Marcola Road that the State Highway Department located for Lane County.

Mr. Si Cox was in a couple of days ago and asked some questions about a few details that are answered below.

If there are any changes to be made on the Shotgun Creek bridge or the Cash Creek bridge the County road crew will make any adjustment of grade or change in width. It is hoped that signs will take care of a small deficiency in width of the bridges until they are rebuilt.

Mr. Cox asked about the source of base rock. The most likely source is the "Dollar Quarry" which the County has a lease on. We anticipate no difficulty in getting the lease renewed. A copy of the existing lease is mailed herewith.

Lane County intends to acquire the right of way by the Resolution procedure. A centerline description of the entire section will be required showing a corner tie at each end. Also, the widths will have to be stated. Lane County can write the necessary description if the State so decides. We have a corner tie made near each end, but a copy of the coordinates if they are available would be helpful. Please let us know if we are to write the description.

Yours truly,

H. O. Walberg

Mr. H. O. Walberg,
Administrator

# LEASE AGREEMENT

The WILLAMETTE VALLEY LUMBER CO., a corporation of the State of Oregon, does hereby agree to grant to Lane County, Lessee, the right to take rock from their quarry in the N½ of the NE¼ of the NE¼, and the E½ of [illegible] of the NE¼ of the NE¼ of Section 36, Township 13 South, Range 2 East, Willamette Meridian, known as the "Dollar Quarry", for 5 cents per cubic yard royalty.

The Lessor also agrees to grant Lane County the right to set up and operate a crushing plant on the quarry site.

The said royalty is understood to be full payment for use of the crushing plant site, and payment for the rock taken.

This lease shall expire in two years after date of signing.

Dated this 7th day of October, 1960.

**LESSOR: WILLAMETTE VALLEY LUMBER CO.**

Gene D. Knudson

Vice-President

**LESSEE: BOARD OF COUNTY COMMISSIONERS**

Commissioner

Commissioner

Commissioner

M[illegible]-DARBY [illegible] SECTION
[illegible]
LANE COUNTY

PROSPECTIVE MATERIAL SOURCES

Please note the accompanying letter from the Division Geologist, regarding material sources. Laboratory Sheets Nos. 542340, 542341, and 542342 show material from the three sources is suitable.

On site 1, Dallor quarry, the county has a lease which expires October 7, 1952. The county is paying a royalty of 5cents per cubic yard on the lease. We have received verbal permission from Oscar Norberg, County highway official, to use this site. However, we think it would be advisable for the city-county relations to contact Lane County and seek more positive control of the quarry site.

[illegible]

[illegible]

[illegible]

[illegible]

| No. | Item | Unit | Quantity | Unit Price | Amount |
|---|---|---|---|---|---|
| [illegible] | [illegible] | All | All | Lump Sum | $ [illegible] |
| [illegible] | [illegible] Excav., [illegible] | [illegible] | 1[illegible]20 | [illegible].00 | [illegible] |
| [illegible] | [illegible] Excav., [illegible] | [illegible] | [illegible]15 | [illegible] | [illegible] |
| 4 | [illegible] Excav., Uncl[illegible] | [illegible] | [illegible] | 0.4[illegible] | [illegible] |
| 5 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 6 | [illegible] | [illegible] | 750 | 0.50 | [illegible] |
| [illegible] | [illegible] | [illegible] | .05 | [illegible]00.00 | [illegible] |
| [illegible] | [illegible] Out [illegible] | [illegible] | [illegible] | 0.20 | [illegible] |
| [illegible] | [illegible] | [illegible] | 1[illegible]44 | [illegible].50 | [illegible]4.00 |
| [illegible] | [illegible]" Concrete Pipe | LinFt | [illegible] | 2.50 | [illegible] |
| 11 | 1[illegible]" Concrete Pipe | LinFt | [illegible] | 4.50 | [illegible] |
| 12 | 24" Concrete Pipe | LinFt | [illegible] | 6.00 | [illegible] |
| 13 | 30" Concrete Pipe | LinFt | 1[illegible]5 | 7.50 | [illegible] |
| 14 | 36" Concrete Pipe | LinFt | 177 | 10.00 | 1770.00 |
| 15 | Metal Guard Rail | LinFt | 330 | 3.00 | 990.00 |
| 16 | Guide Posts, Type W-2 | Each | 193 | 7.50 | 1447.50 |
| 17 | Coarse Crushed Material in Base | CuYd | 47620 | 2.40 | 114288.00 |
| 18 | 3/4"-0 Crushed Material in Base | CuYd | 5500 | 2.50 | 13750.00 |
| 19 | Sprinkling | M-Gal | 1328 | 3.00 | 3984.00 |
| | | Total Contract Items | | | $ 182202.00 |
| | Additional Anticipated Items: | | | | |
| | Flagging (State Share) | | | | 3000.00 |
| | | Subtotal | | | $ 185202.00 |
| | Engineering and Contingencies | | | | 37048.00 |
| | | TOTAL | | | $ 222250.00 |

NOTED

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

# LOCATION PROSPECTUS
## MARCOLA-DRURY CREEK SECTION
## COUNTY ROAD, FAS 228
## LANE COUNTY

11/29/60

The following prospectus is submitted concerning the above-mentioned section of FAS 228, which is a county road on the Federal Aid Secondary system. The northerly end of the survey is 0.6 mile north of Mabel at the beginning of a section under construction by Lane County. The southerly terminus is at the end of oil at the northerly limits of Marcola. The overall length of the project is 4.0 miles.

This will be a location survey to prepare plans, specifications, and estimates for grading and placing of base surfacing on revised alignment. An 0-11 oil mat wearing surface 22 feet wide will be applied at a future date. There are no towns affected by this project.

Reconnaissance is not necessary. Soils investigation will proceed with the survey. There are no flooding or special drainage problems anticipated. An economic analysis is not needed at this time.

The existing 1959 ADT is 400 and the projected 1975 ADT is 760. The proposed project is to grade and surface to a top width of 30 feet. The typical section will have two 11-foot running lanes with 4-foot shoulders. Maximum grade and curvature will be 5 per cent and 6 degrees respectively. Deviations from State and Federal standards are not anticipated.

This will be a county road with no control of access. There are no interchanges, railroad crossings, or major stream crossings. Through part of the route the location will be adjacent to a Weyerhaeuser railroad now under construction. Two tributaries of the Mohawk River, Cash Creek, and Shotgun Creek will be crossed.

The tentative base design by G. L. Decker is:

| | |
|---|---|
| Wearing Surface | 1¼" |
| Top Course, Base | 2 " |
| Bottom Course, Base | 14 3/4" |
| Total Depth | 18" |

(Base design subject to change on completion of soils investigation.)

NOTED
JOHN D. GRAHAM

Materials are available from county sources.

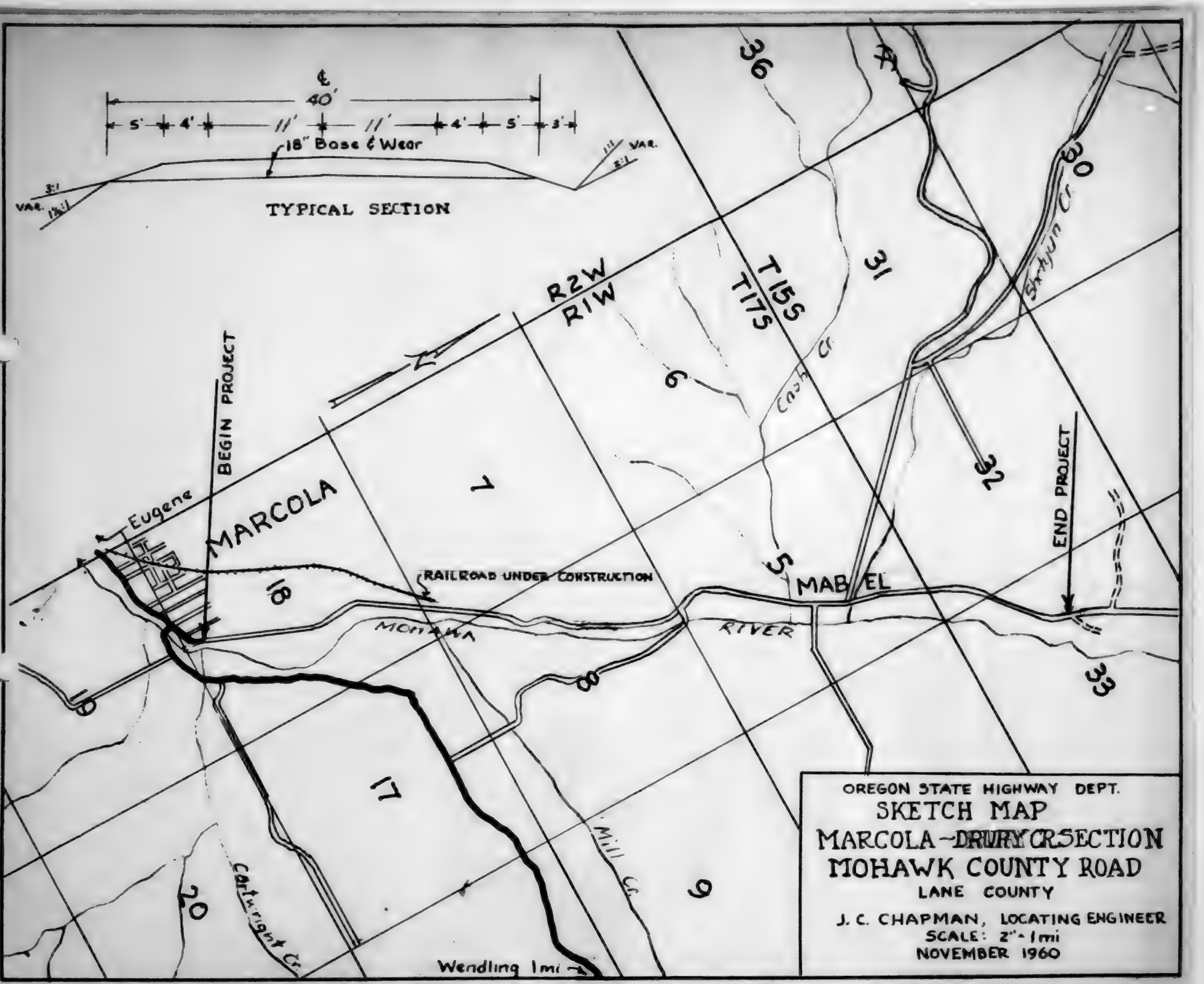
Agreements with the county will be necessary.

There are no State parks or roadside rest areas affected by this project.

November 29, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright


℄
40'
5' 4' 11' 11' 4' 5' 3'
18" Base & Wear
3:1
VAR.
1½:1
1:1
VAR.
2:1
TYPICAL SECTION
36
30
31
Shotgun Cr.
R2W
R1W
T15S
T17S
Cash Cr.
6
BEGIN PROJECT
Eugene
MARCOLA
7
32
END PROJECT
RAILROAD UNDER CONSTRUCTION
5
MABEL
18
MOHAWK
RIVER
8
33
17
Mill Cr.
9
20
Cartwright Cr.
Wendling 1mi

OREGON STATE HIGHWAY DEPT.
SKETCH MAP
MARCOLA-DRURY CR. SECTION
MOHAWK COUNTY ROAD
LANE COUNTY

J. C. CHAPMAN, LOCATING ENGINEER
SCALE: 2" - 1mi
NOVEMBER 1960

10-13-60

LANE COUNTY
PROPOSED PROJECTS

FAS 231, Row River Road: Row River Bridge, $90,000. The proposed project is to replace the existing timber truss bridge which carries State inventory number 14964 with a concrete structure. The County will provide a low level detour and construct approaches and connections as required. Removal of the existing bridge will be included in the contract. The County has previously provided an adequate vicinity map of the site. In order to provide a detour at a minimum cost, the County requests that contracting of the project be delayed until late spring in 1961 so that construction would coincide with low water in the river.

✓ FAS 228, Marcola Road: Drury Creek-Marcola Section, approximately 4.0 miles, $170,000. Grade and surface to a 30' top width. The proposed project is for the grading and placing of base surfacing on the section extending from the portion which is presently under construction by Lane County in the vicinity of Drury Creek, to a connection with the oiled section at the northerly limits of Marcola. An oil mat wearing surface 22' wide will be included in a future project.

60-h
10/13/60 Approved 11-3-60

7966-561 Mohawk Rock Prod. Proj. on 1961
B.L.M. 34Q Timber Access Rds.
#5984 N. of Marcola

C.A 2422.

RECEIVED
AUG 1 1962
FOR FILING

[illegible]

5984

August 1, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5984, awarded to F. H. McEwen, for the Mohawk Rock Production Project on the BLM 34-Q Timber Access Roads in Lane County.

This contract was completed on June 6, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $1,998 38 will be released to the contractor on or after August 8, 1962. The total contract amount is $66,926.58, of which amount $1,869.23 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 22, 1962

Section Mohawk Rock Production

Kind of work Rock Production

Highway B.L.M. 34-Q County Lane

Section prefix 7966-561

Contractor F. H. McEwen

Contract number 5984

Date of contract Oct. 3, 1961, 19

Specified work days 110

Date work started Mar. 16, 1962, 19

Work days used 16

Project authorization $ 70,312.50

Exclusive of engineering $ 65,312.50

Per cent of time elapsed 14.5 %

Estimated cost of completed project, exclusive of engineering . . . $ 66,877.91

Estimated per cent ~~overrun~~ or underrun . . . - 2.0 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . $ 5,000.00

Engineering cost to date $ 2,061.00, 41.2 %

Date project was completed June 6, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| | | | | | | 100 |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final report has been completed and ready for mailing, but we are holding it until contractor sends us a letter showing that royalty payment to Willamette Valley Lumber Company has been satisfied for rock removed from quarry as stipulated in contract. McEwen said he will take care of this as soon as possible.

CONSTRUCTION DIVISION
RECEIVED
JUN 25 1962

NOTED

Noted
M. N. [illegible]

Signed C. C. Gall, Res.Eng., by, J. M. Stewart Ass't.

Address 1410 Orchard St., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | | | 1½"-0 Material in Stockpiles | | |
| Miles partially completed | | | | | |
| Miles completed | | | | | |
| Total estimated quantities (contract) | | | 25,000 | | |
| Total quantities corrected to date | | | 26,155.4 | | |
| Estimated quantities moved or placed to date | | | 26,155.4 | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | Completed | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | " | | |
| Wednesday | " | | |
| Thursday | " | | |
| Friday | " | | |
| Saturday | | | |

RECEIVED
NOV 22 1961
FOR FILING

5984

November 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the preparation of stockpile sites on the Mohawk Rock Production Project on the BLM-34Q Timber Access Roads in Lane County, Contract No. 5984.

This rock production project is being done for the Board of Land Management under agreement with the Bureau of Public Roads.

Only one of the two sites involved has been used previously for stockpiling rock. This site must be enlarged to accommodate the yardage specified, and the second site is undeveloped and requires clearing and leveling. Both have large stumps and down timber that must be removed.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT·16 1961
FOR FILING

[illegible]-61
5984

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY; SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 16, 1961

Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5984, awarded October 3, 1961, for the Mohawk Rock Production Project on the B.L.M. 34-Q Timber Access Roads in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 6 1961
FOR FILING

5990

MISC. CONTRACTS and AGREEMENTS No. [illegible]

FORM [illegible]

UNITED STATES GOVERNMENT

*Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 29, 1961

CG Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.8-0

SUBJECT: Agreement - Oregon Timber Access Road
Project BLM 34-Q, Mohawk Quarry

Attached is one signed copy of the subject agreement as requested in your memorandum of September 26, 1961.

Attachment

Query

NOTED
ROBERT COOPER

RECEIVED
OCT 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1961
FOR FILING

[illegible]

5784

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

4s

9-15-61

September 26, 1961

U. S. Department of Commerce
Bureau of Public Roads
740 Morgan Bldg.
720 S. W. Washington St.
Portland 5, Oregon

Attention: Mr. L. A. DeKoltz
Highway Engineer, B. P. R.

Gentlemen:

We are enclosing three copies of an agreement between the Bureau of Public Roads and the State Highway Commission requesting that State crush 25,000 yards of material for use on a Bureau of Land Management project near Marcola-Drury Creek county secondary project in Lane County. These copies have been executed by the State Highway Commission and are now ready for execution by the Bureau of Public Roads.

When fully signed please return one copy to this office for the Commission's files. The other two copies may be retained by you for your records and files.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 3

P.S. Two conformed copies of the above agreement have been retained in this office.

FORM E-123-X 80M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 6, 1961

AGENDA
SEP 15 1961

4s
4s

Oregon State Highway Commission

Gentlemen:

The Bureau of Public Roads has requested that the State Highway Commission crush 25,000 yards of material for use on a Bureau of Land Management project near the Marcola-Drury Creek county secondary project in Lane County. Bids will be called for this work on September 13. Under the terms of the agreement, the Bureau would reimburse the State for the production of this material.

The agreement will be on the agenda for your consideration at the September 15 meeting. It is my recommendation that you approve this agreement.

(— and auth. Secty to sign)

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

8 copies are being prepared

FC:fn

(A)
3 COPIES TO BE SIGNED

NOTED
FLOYD QUERY

E.R

FORM E-30 50M 3-61 34397

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1961

SUBJECT: BPR Stockpile Material
Marcola-Drury Creek
FAS 228
Lane County

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

Attached are five copies of an agreement between the State of Oregon and the Bureau of Public Roads regarding the stockpiling of 25,000 yards of material for the use of the Bureau of Land Management.

Originally the Bureau requested that we include this stockpile material with our Marcola-Drury Creek county job but due to the fact that the plans and specifications of this job were completed before the material from the Bureau was available, Mr. Porter suggested that we let a combined job for the stockpiling of the material. This was discussed with Mr. DeKoltz of the Bureau who agreed with this procedure.

The attached agreement as prepared by our Legal Department is the same as the one submitted by the Bureau except to state that this will be a separate contract instead of a combined contract.

We are calling for bids on this project on September 13 and the attached agreement should be presented to the Commission prior to award of the contract.

Tom Edwards
Construction Engineer

By

D. J. Barbée
Asst. Construction Engineer

DJB:jk

Attachment

NOTED
FORREST COOPER

RECEIVED
AUG 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 1961
FOR FILING

7166-221

-5984

September 6, 1961

Oregon State Highway Commission

Gentlemen:

The Bureau of Public Roads has requested that the State Highway Commission crush 25,000 yards of material for use on a Bureau of Land Management project near the Marcola-Drury Creek county secondary project in Lane County. Bids will be called for this work on September 13. Under the terms of the agreement, the Bureau would reimburse the State for the production of this material.

The agreement will be on the agenda for your consideration at the September 15 meeting. It is my recommendation that you approve this agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

RECEIVED
JUL 31 1961
FOR FILING

740 Morgan Building
Portland 5, Oregon

July 27, 1961

Mr. W. C. Williams, State Highway Engineer
State Highway Building
Salem, Oregon
Attention: Tom Edwards

N. B. Wood, Federal Hwy. Project Engineer
Portland 5, Oregon

Mabel to Marcola - Federal Aid Secondary Project S-145(9) - and -
Oregon Timber Access Road Project - BLM 36-Q - Mohawk Quarry

In telephone conversations between Mr. Cooper and Mr. Darbee and Mr. Dekleta, preliminary arrangements have been made for the inclusion of two items for stockpiling crushed rock for use on timber access roads in your proposed contract for the improvement of the Mabel-Marcola Road in Lane County. It is understood that bids for this project are scheduled to be opened on Sept. 13.

In accordance with the telephone conversations, the work will be included in the State Highway Department's contract and you will administer the work and make all payments under the contract. Public Roads will enter into an agreement with the State Highway Department providing for your reimbursement of amounts disbursed for the contract items and engineering. The original and three copies of the proposed agreement are enclosed. One copy may be retained pending complete execution of the agreement. If it is satisfactory, please sign and return the original and two copies, otherwise please furnish your comments. A completely executed copy will be furnished you as soon as it becomes available.

It is desired that the crushed rock conform to the specification for 1 1/2"-0 intermediate grading of fine material shown in Table 2 on page 62 of your standard specifications. Twenty-thousand cubic yards of this material is to be piled at a site on Sec. 31,T 15S,R1W, and 5,000 cubic yards is to be piled at a site in Sec. 19,T.15S,R1W, as shown on the plans.

This rock is to be used by the U. S. Bureau of Land Management on their roads, and they have requested that, if possible, the contract require that when crushing operations begin, at least 2,000 cubic yards of the first material crushed be stockpiled at either of the sites.

For your information we are enclosing a set of plans and the contract proposal which had been prepared for this work. Negatives or tracings of these plan sheets will be furnished if desired. Please advise if further information or data is needed. Please send us three sets of the completed FHAR. Your cooperation in this matter is sincerely appreciated.

Enclosures

orig to
Edw.

LAB:beg
cc W. E. Allen
C. A. Roth

S-132(2) N. Unit, Westfall-Harper Sec., 1961
FAS Rt. 525, N. of Harper
#5285

REGON STATE HIGHWAY DEPARTME

**INVOICE**

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 8-14-63 | CC 896 | | 523-1001-997 |

NOTED
V. R. JONES

Contract 5985
S-182(2)

Malheur County
Courthouse
Vale, Oregon

Att: County Court

RECEIVED
AUG 15 1963
ENGINEER
COUNTY & CITY DIVISION

INVOICE NUMBER 79417

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Final billing: North Unit, Harper-Westfall, grading, FAS 995. Covered by agreement dated September 15, 1961. | | | |
| Original advance deposit | | 23,000.00 | |
| Less amount previously transferred | | 19,000.00 | |
| | | | 4,000.00 |
| County's share as per attached statement | | 22,034.61 | |
| Less amount previously transferred | | 19,000.00 | |
| | | | 3,034.61 |
| | | | 965.39 |

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $__________
By __________

A 150 (REVISED 7-60)

NOTED
H. S. COX

August 15, 1963

NOTED
DON HARWELL

NOTED
R. M. ALLISON

Malheur County Court
Courthouse
Vale, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Gentlemen:

Final costs are now available on the North Unit, Westfall-Harper, Grading, Section of FAS 525, Contract No. 5985, as shown in the attached cost statement.

In accordance with an agreement dated September 15, 1961, a refund of $965.39 is due the County. You will receive a refund in this amount from our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Att.

RECEIVED
[illegible] 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5986

September 17, 1962

Oregon State Highway Commission

Gentlemen:

Malheur and Wasco Counties have each requested federal-aid secondary system projects.

The unit in Malheur County, which would be known as FAS 525, is the north unit of the Westfall-Harper Section and will involve the surfacing and oiling of 6½ miles of road.

The unit in Wasco County, which will be known as FAS 712, is the Wapanitia-Simnasho Section and involves 6.6 miles of grading and oiling. These projects have been investigated and are eligible for construction with federal-aid secondary funds.

The matter will be on the agenda for the September 20 Highway Commission meeting and it is recommended that the projects have your approval.

Very truly yours,

Original Signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

Encl.

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
S. H. Cox

NOTED
R. L. PORTER

## PROPOSED FISCAL YEARS 1962 & 1963 COUNTY FAS PROJECTS

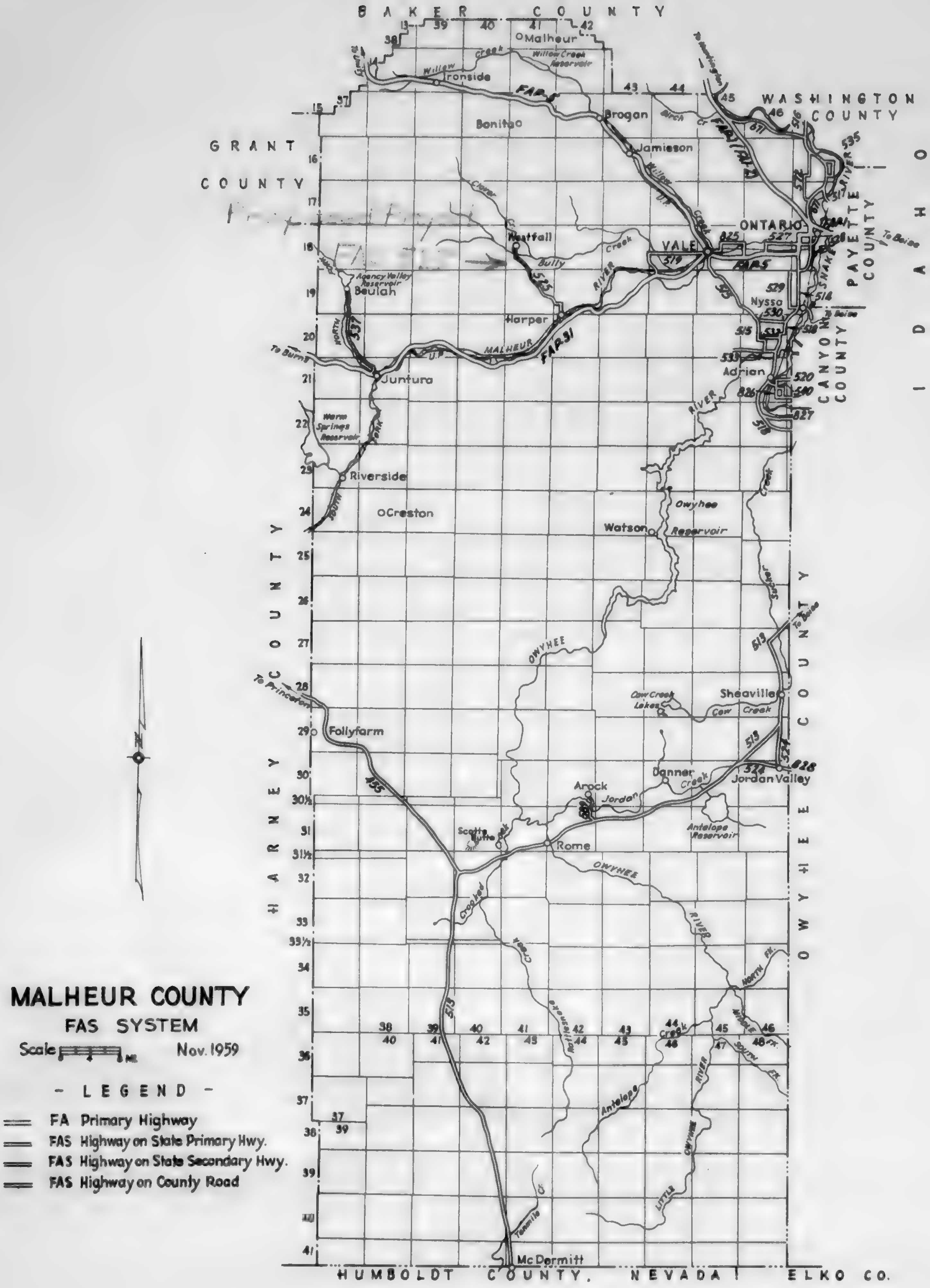
| County | FAS Hwy. No. | Section | Programmed Amount | FAS Funds |
|---|---|---|---|---|
| Malheur | 525 | Westfall-Harper North Unit.<br>Surface & oil, 6.5 miles. | $ 46,000 | 1963 |
| Wasco | 712 | Wapanitia-Simnasho.<br>Grade & oil, 6.6 miles. | $ 39,000 | 1963 |
| | | | $ 85,000 | |

| SUMMARY BY FISCAL YEARS | 1962 | 1963 | Total |
|---|---|---|---|
| Allocated Funds | $3,497,000 | $3,690,000 | $7,187,000 |
| Approved Projects (Corrected to date) | 3,497,000 | 2,551,000 | 6,048,000 |
| Unprogrammed Balance | $ -- | $1,139,000 | $1,139,000 |
| Projects Proposed 9/20/26 | -- | 85,000 | 85,000 |
| Unprogrammed Balance | $ -- | $1,054,000 | $1,054,000 |

PROPOSED PROJECT
MALHEUR COUNTY (1963 Funds)

FAS 525, Westfall-Harper Road: Westfall-Harper North Unit Section. Surfacing and oiling, 6.54 miles, $46,000.

The proposed project is to place a pit run gravel surface, crushed leveling course, and an 0-9 oil mat 20' wide with 2' shoulders. This section has been recently graded under an FAS project and temporary surfacing placed. The county wishes to have the contract for this section let as soon as possible. The sum of $46,000 is the amount of FAS funds presently available to Malheur County and this amount will be supplemented with additional funds as they become available.



## MALHEUR COUNTY

### FAS SYSTEM

Scale 0 4 8 Mi. Nov. 1959

- LEGEND -

FA Primary Highway
FAS Highway on State Primary Hwy.
FAS Highway on State Secondary Hwy.
FAS Highway on County Road

BAKER COUNTY
WASHINGTON COUNTY
GRANT COUNTY
HARNEY COUNTY
PAYETTE COUNTY
CANYON COUNTY
IDAHO
OWYHEE COUNTY
HUMBOLDT COUNTY, NEVADA
ELKO CO.
Malheur
Ironside
Willow Creek
Willow Creek Reservoir
Brogan
Bonita
Jamieson
Birch Cr.
Westfall
Bully Creek
Vale
Ontario
Nyssa
Adrian
Harper
Beulah
Agency Valley Reservoir
Juntura
Malheur River
Warm Springs Reservoir
Riverside
Creston
Watson
Owyhee Reservoir
Owyhee
Sheaville
Cow Creek Lakes
Cow Creek
Jordan Valley
Danner
Jordan Creek
Arock
Antelope Reservoir
Rome
Scotts Butte
Follyfarm
Crooked Creek
Rattlesnake Creek
Antelope Creek
Little Owyhee
McDermitt
Tenmile Cr.
North Fk.
South Fk.
Middle Fk.
Snake River
To Burns
To Princeton
To Boise
To Huntington
FAP 5
FAP 31
FAP 1
519
525
527
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533
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537
513
515
516
518
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526
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528
535
540

RECEIVED
AUG 1 1962
FOR FILING

S-113(3)

5985

August 1, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5985, awarded to Grimstad & Vanderveldt, Inc., for grading the North Unit of the Westfall-Harper Section of FAS Route 525 in Malheur County.

This contract was completed on May 2, 1962, and was accepted by the Highway Commission on May 25, 1962. Final payment in the amount of $3,188.50 will be released to the contractor on or after August 8, 1962. The total contract amount is $99,458.45 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Grimstad & Vanderveldt, Inc.,
Route 1, Box 643
Astoria
Oregon

Form E-1—(Rev.)—

## OREGON STATE HIGHWAY DEPARTMENT

FINAL

# Field Engineer's Weekly Report

## FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1962

Section North Unit, Westfall-Harper

Kind of work Grading

Highway Westfall-Harper County Malheur

Section prefix 523-1001

Contractor Grimstad & Vanderveldt, Inc.

Contract number 5985

Date of contract October 13, 1961, 19

Specified work days 100

Date work started November 17, 1961

Work days used 73

Project authorization $ 114,269.63

Exclusive of engineering $ 106,143.79

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering $ 99,476.90

Estimated per cent ~~overrun~~ or underrun 6.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 8,125.84

Engineering cost to date $ 13,236.02, 162.9 %

Date project was completed May 2, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All work has been completed except construction of BLM fence by County Forces.

Semi-Final Estimate was submitted June13.

Mr. H. S. Coulter visited this office Thursday of this week.

Mr. L. C. Jensen Visited this office Friday of this week.

NOTED

Noted

CONSTRUCTION DIVISION
RECEIVED
JUN 18 1962
NOTED ☐ CE ☒ ACE ☐ CE ☐ ☒ CUS

CB

Signed E S Thompson
E. S. Thompson Res. Engr.

Address Ontario, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 6.54 | | | | |
| Miles partially completed | | | | | |
| Miles completed | 6.54 | | | | |
| Total estimated quantities (contract) | 198,800 | | | | |
| Total quantities corrected to date | 185,008 | | | | |
| Estimated quantities moved or placed to date | 185,008 | | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . . ............, . . . . . ............, . . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Fair | | |
| Tuesday | Fair | | |
| Wednesday | Fair | | |
| Thursday | Fair | | |
| Friday | Fair | | |
| Saturday | | | |

**The County of Malheur**

MALHEUR COUNTY COURT

Ellis A. White,
County Judge
EARL M. FLOCK,
Commissioner
JACOB FISCHER,
Commissioner

VALE, OREGON

NOTED
V R JONES

NOTED
H. S. COX

NOTED

May 14, 1962

NOTED
DON HARWELL

NOTED

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

The members of the Malheur County Court have inspected the construction on the North Unit of the Harper-Westfall Highway, which has been completed under a FSA project.

The contractors, Grimstad and Vandervelt, have done an excellent job and in our opinion are to be commended.

We noted the use of a grid roller over the pit run gravel course and the condition of the back slopes, which will help materially in keeping the barrow pits clean.

Sincerely,

NOTED

MALHEUR COUNTY COURT

Ellis A. White

Ellis A. White
County Judge

EAW/brp

Porter

Cox

RECEIVED
MAY 16 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962
FOR FILING

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

**DATE:** May 8, 1962

**TO** : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

5985

**FROM** : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

**SUBJECT:** Oregon Project S-182(2), North Unit, Westfall-Harper Section
Final Inspection & Acceptance

Reference is made to Mr. Pease's letter of April 23, 1962 requesting a final construction inspection of subject project.

An inspection of subject project was made by a representative of this office in company with Mr. A. F. Parson, Division Engineer, and Mr. E. S. Thompson, Resident Engineer, of the Highway Department on April 27. The contractor had several days work remaining at time of inspection.

The project can be accepted by this office upon satisfactory completion of final grading of the selected subgrade material, satisfactory project cleanup, and satisfactory evidence that the embankment material has been record sampled for compaction and results thereof meet specified requirements.

Copies To
[illegible]
C
[illegible]
5-10-62

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
DON HARWELL

NOTED
R. H. PRANGE

May 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 2, 1962, on Contract No. 5985, North Unit, Westfall-Harper Section, in Malheur County, in connection with Federal Aid Project No. S-182(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: H. S. Cox

RECEIVED
MAY - 9 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
November 9, 1961

FAS 525, Malheur County

Mr. Earl Saling
OFFICE

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Attached are two copies each of signed options covering right-of-way acquired for the North Unit, Westfall-Harper Section of the Westfall-Harper County Road in Malheur County.

| File # | Name | Area |
|---|---|---|
| 33830 | Harold G. Jenkins, et ux | 0.1 acre<br>25 sq. ft. |

V. R. Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

**The County of Malheur**

MALHEUR COUNTY COURT

Ellis A. White,
County Judge
EARL M. FLOCK,
Commissioner
JACOB FISCHER,
Commissioner

VALE, OREGON

Friend Cy.

This completes all right away needs.

Ellis

RECEIVED
NOV-8 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

November 1, 1961

Malheur County Court
Courthouse
Vale, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

Enclosed are three copies of a corrected option form covering right-of-way to be acquired in connection with the Westfall-Harper, North, Section of FAS 525. A copy of a letter from the Right-of-way Division is enclosed for your information.

| File No. | Name | Area |
|---|---|---|
| 33830 | Harold G. Jenkins, et ux | 0.01 acre |
| | | 25 square feet |
| | | 1.7 acres |

Please return two copies of the signed option to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County and City Relations Field Engineer

VRJ:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

FORM E-30 50M 6-61 36681

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

NOTED

Salem, Oregon
October 30, 1961

RECEIVED
OCT 31 1961
ENGINEER
COUNTY & CITY RELATIONS

**SUBJECT:** corrected option
Westfall-Harper, North Section
Westfall-Harper County Road

To: ~~Mr. H. S. Cox,~~
~~[redacted]. County & City Relations Engr.~~
~~OFFICE~~

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

NOTED
H. S. COX

Attached you will find one corrected option form in quadruplet covering right of way to be acquired in connection with Westfall-Harper, North Section of the Westfall-Harper County Road in Malheur County.

The options forwarded to your office August 17, 1961, had an omission in the third parcel. Four lines of widths and feet were overlooked on the back of the description. The error was discovered when the executed option was processed through the Construction Office and the Division Office.

So that Malheur County records will be complete, it has been suggested that a correction option (and deed if the transaction has progressed that far) be secured by the county. We will still need a copy of the corrected option to close out our records.

| File No. | Name | Area |
|---|---|---|
| 33830 | Harold G. Jenkins, et ux | 0.01 acre<br>25 square feet<br>1.7 acres |

Earl F. Saling

Earl F. Saling
Right of Way Office Manager

AC:ko
Encl. 1 Corrected option form

cc: W. T. Wright
A. F. Parson
K. A. Chatwood

NOTED
DON HARWELL

TO County 10/31/61

V. J

NOTED
JOHN D. GRAHAM

10-26-61

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
NOV 1 1961
FOR FILING

| | | |
|---|---|---|
| VOUCHER TRANSACTION NO. | Form PR-2 (Rev. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | STATE<br>Oregon |
| | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>10-26-61 | COUNTY<br>Malheur |
| PROJECT REPORT NO.<br>S-[illegible](2) | | PROJECT NO.<br>S-182(2) |

5045

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. North Unit
Westfall to Harper

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 8-15-61 | 6.6 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 111,730.00 | $ 70,300.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By:

XX C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Manager

Date executed by Division Engineer October 26, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the North Unit, Westfall-Harper Section, Project No. S-182(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. W. G. Williams, State Highway Engineer
Salem, Oregon

**DATE:** October 23, 1961

C G Polk

**FROM** : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

**SUBJECT:** Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-182(2) Westfall to Harper

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
OCT 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

October 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Westfall-Harper Section, Project No. S-182(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-182(2)

## NORTH UNIT, WESTFALL-HARPER SECTION OF THE WESTFALL-HARPER ROAD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 17, 1961

Type Code 0010
Roadway (Sta. 8+91.35 to Sta. 356+00) (Contract No. 5985)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 2,000.00 |
| Drainage Excavation, Unclassified | 2,000 | cu. yds. | $ 2.00 | 4,000.00 |
| Special Borrow Excavation, Unclassified | 13,200 | cu. yds. | 0.40 | 5,280.00 |
| General Excavation, Unclassified | 185,600 | cu. yds. | 0.24 | 44,544.00 |
| Short Overhaul | 417,500 | yd. stas. | 0.01 | 4,175.00 |
| Long Overhaul | 5,600 | C-yd. stas. | 0.30 | 1,680.00 |
| Truck Haul on Special Borrow | 40,000 | yd. mi. | 0.15 | 6,000.00 |
| Finishing Roadbed and Slopes | 6.54 | miles | 800.00 | 5,232.00 |
| Sprinkling | 1,400 | M-gals. | 3.00 | 4,200.00 |
| 12-inch Concrete Pipe | 92 | lin. ft. | 3.00 | 276.00 |
| 18-inch Concrete Pipe | 1,900 | lin. ft. | 5.50 | 10,450.00 |
| 24-inch Concrete Pipe | 250 | lin. ft. | 8.00 | 2,000.00 |
| 36-inch Concrete Pipe | 112 | lin. ft. | 16.00 | 1,792.00 |
| 48-inch Concrete Pipe | 176 | lin. ft. | 24.00 | 4,224.00 |
| 18-inch Corrugated Metal Pipe | 130 | lin. ft. | 5.00 | 650.00 |
| 30-inch Corrugated Metal Pipe | 12 | lin. ft. | 10.00 | 120.00 |
| 84-inch Corrugated Metal Pipe | 70 | lin. ft. | 52.00 | 3,640.00 |
| Salvage and Reinstalling Culvert Pipe | 140 | lin. ft. | 4.00 | 560.00 |
| | | | | $100,823.00 |
| Flagging (57½% of Contractor's Cost) | All | Required | | $ 500.00 |
| Signing | All | Required | | 250.00 |
| | | | | $ 750.00 |
| | Subtotal | | | $101,573.00 |
| | 10% Engr. & Cont. | | | 10,157.00 |
| | | Total | | $111,730.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . . . | 6.536 Miles |
| Length of Structure . . . . . . . . . . . . . | 0.019 Mile |
| Total Length . . . . . . . . . . . . . . | 6.555 Miles |
| Cost of Roadway Per Mile. . . . . . . . . . . | $17,094.55 |

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $ 70,300.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 20,715.00 |
| County Funds. . . . . . . . . . . . . . . . . . . . . . . . . . . . | 20,715.00 |
| | $111,730.00 |

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

RECEIVED
FORM E-123
OCT 24 1961
FOR FILING

5985

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 23, 1961

Grimstad & Vanderveldt, Inc.,
Route 1, Box 643
Astoria
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5985, awarded October 13, 1961, for grading the North Unit of the Westfall-Harper Section of FAS Route 525 in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

OREGON STATE HIGHWAY DEPARTMENT

**INVOICE**

NOTED
Harold C. Ayers

NOTED
H. S. COX

| DATE | BILLING REQ. NO. | YOUR ORDER NO. | CREDIT DISTRIBUTION |
|---|---|---|---|
| 10-16-61 | CC 719 | | 523-1001-297 |

INVOICE NUMBER 71837

Malheur County
Vale,
Oregon

Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

| DESCRIPTION | QUANTITY | UNIT PRICE | TOTAL PRICE |
|---|---|---|---|
| Advance Deposit | | | $23,000.00 |
| Partial transfer county advance deposit for Westfall-Harper, North Unit, of FAS 525. Covered by agreement dated 9/15/61. | | | 19,000.00 |
| To be retained | | | $ 4,000.00 |

NOTED

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $ ______
By ______

A 150 (REVISED 7-60)

NOTED
H. S. COX

October 16, 1961

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $23,000 for the North Unit, Westfall-Harper Section of FAS 525. Contract #5985 has been awarded to Grimstead and Vanderveldt, Inc., of Astoria, Oregon.

A copy of the contract and another set of plans are enclosed for your files. If you should need additional plans or specifications, please advise and they will be furnished promptly. I am also enclosing copies of signed option forms for right-of-way for this project. They may be retained for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
Verne R. Jones
County & City Relations Field Engineer

NOTED
DON HARWELL

VRJ:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED

NOTED
JOHN D. GRAHAM

September 15, 1961

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

On September 13, a satisfactory bid was received from Grimstead & Vanderveldt of Astoria for construction of the North Unit, Westfall-Harper Section of FAS 525. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

| | | |
|---|---|---|
| Bid Items | $100,823.00 | |
| Anticipated Additional Items | | |
| Flagging (State Share) | 500.00 | |
| Directional Signing | 250.00 | |
| Engineering & Contingencies, 12-1/2% | 12,696.63 | |
| Estimated Total Cost - - - - - - - - - | $114,269.63 | |
| County Advance Deposit | | |
| 20% of $114,269.63 - - - - - - - - - | $ 22,853.93 | or say $23,000 |

Please make this deposit by means of a check in the amount of $23,000 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit and a certification that all right-of-way has been acquired are received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

County advance deposit received 9-20-61

NOTED
H. S. COX

Salem, Oregon
October 16, 1961

FAS 525, Malheur County

Mr. Earl Saling
OFFICE

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Herewith are copies of condemnation proceedings instituted by Malheur County in connection with right-of-way acquisition for the North Unit, Westfall-Harper Section of FAS 525 in Malheur County.

| File# | Name | Area |
|---|---|---|
| 33831 | Harrison Morrison, et ux | 1.8 acres |
| 33832 | R. H. DeArmond | 0.6 acre |

Verne R. Jones
Verne R. Jones
County & City Relations Engineer

VRJ:mm
Att.

NOTED
DON HARWELL

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
October 2, 1961

North Unit, Westfall-Harper Section
FAS 525, Malheur County

Mr. Earl Saling
OFFICE

NOTED
R. H. PRANGE

Attached are two signed option forms for the following files:

| File No. | | Area | |
|---|---|---|---|
| 33829 | W. Frank Scott | 70 sq. ft. | |
| 33830 | Harold G. Jenkins, et ux | 0.1 acre | P-1 |
| | | 25.0 sq. ft. | P-2 |
| | | 1.7 acres | P-3 |
| 33833 | Lloyd & Doris Edminson | 1.9 acres | |
| 33834 | G. C. & F. L. Steele | 0.87 acres | |

Also attached is one copy of a quitclaim deed from Iven P. Hart and Grace M. Hart, 1.3 acres.

V R Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 25 1961

FOR FILING

[illegible]

[illegible]

September 22, 1961

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing for the records and files of Malheur County a fully executed copy of an agreement between the State Highway Commission and Malheur County covering the North Unit, Westfall-Harper Section of FAS 525 in Malheur County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

RN
Enc. 1

RECEIVED
OCT 16 1961

FOR FILING

3-182(2)

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 22, 1961

Agenda Item 4m-4

FAS Project Agreement
Malheur County

Mr. H. S. Cox
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Malheur County covering the North Unit, Westfall-Harper Section of FAS 525 in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Malheur County.

Secretary

rn
Attach: 1

FORM 8-30 50M 3-61 34397

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1961

AGENDA
SEP 15 1961
4 m-4
4 m-11

SUBJECT: FAS Project Agreement
Malheur County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the North Unit, Westfall-Harper Section of FAS 525 in Malheur County. Two copies have been executed by the County and the project is now ready for approval by the Highway Commission and certification by the Secretary. Both copies require your signature of approval.

The project was previously approved 9/29/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

1 copy in [illegible]

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

(A)
2 COPIES TO BE SIGNED

E. R.

NOTED
[illegible] C. [illegible]

OTED

NOTED
DON HARWELL

September 13, 1961

Malheur County Court
Courthouse
Vale, Oregon

FAS 525

Gentlemen:

Enclosed please find one revised option form and one description in triplicate covering right-of-way to be acquired in connection with the North Unit, Westfall-Harper Section of the Westfall-Harper County Road in Malheur County.

File #33831 was revised to except that portion now owned by Malheur County which is under File #33376.

We are enclosing three prints of Map No. 8B-23-5 covering this area and bearing our date of September 11, 1961.

Please return a signed or conformed copy of the option to this office so we may inform our engineers of the conditions, if any, on each transaction.

| File # | Name | Area |
|---|---|---|
| 33831 | Harrison M. Morrison, et ux | 1.8 acres |
| 33376 | Malheur County (Descr.) | 0.01 acre |

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

NOTED
JOHN D. GRAHAM

FAS 525

FORM E-30 5CM 6-61 36681

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1961

SUBJECT: Option-Description
North Unit Westfall-Harper
Westfall-Harper Highway

To: Mr. H. S. C. Cox
County & City Relations Engr.
OFFICE

**NOTED**
**R. H. PRANGE**

Attached you will find 1 revised option form and 1 description in quadruplet covering right of way to be acquired in connection with the North Unit Westfall-Harper Section of the Westfall-Harper Highway (County Road) in Malheur County.

File #33831 was revised to except that portion now owned by Malheur County which is under file 33376.

We are attaching 4 prints of map No. 8B-23-5 covering this area and bearing our date of September 11, 1961.

| File No. | Name | Area |
|---|---|---|
| 33831 | Harrison M. Morrison, et ux | 1.8 Acre |
| 33376 | Malheur County (Descr.) | 0.01 Acre |

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 1 Option
1 Descr.

cc: Carl Smith-Appr. Supv.
Floyd B. Witteman
Title

RECEIVED
SEP 13 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 13, 1961

Land Office
Bureau of Land Management
710 N. E. Holladay Street
Portland 12, Oregon

File 33835
North Unit
Westfall-Harper County Road
Right of Way

Attention: Mr. Virgil O. Seiser, Manager

Gentlemen:

We are enclosing one tracing and five prints thereof, showing the right of way desired by the State of Oregon, by and through its State Highway Commission, in

T. 18 S., R. 41 E., W. M., Malheur County,
Sec. 29: SE¼NE¼;
Sec. 28: SW¼NW¼ & S½;
Sec. 33: NE¼NE¼;
Sec. 34: NW¼, E½SW¼ & W½SE¼;
T. 19 S., R. 41 E., W. M.,
Sec. 3: E½NW¼, W½NE¼ & W½SE¼;
Sec. 10: NE¼ & NE¼SE¼;

for the widening and relocating of the North Unit of the Westfall-Harper County Road, Oregon Federal Aid Route 525, Project FAS-182. This is adjacent to the area on which we received a favorable decision, Oregon 09915, dated March 10, 1960. We also received a favorable decision on a material site, Oregon 09846, dated March 7, 1960, in T. 19 S., R. 41 E.

There are enclosed three copies of a stipulation regarding non-discrimination.

In checking our filing map, it seems that some fencing (particularly in NW¼ Sec. 34) will have to be moved, in which case the State or Malheur County will stand this expense. In the event that some of the fencing does not have to be moved, the State and/or County will allow it to remain on the right of way. The State will either accept the decision with a stipulation to that effect, or will give the Government or the lessees of the adjacent land a permit for said fencing encroachment.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Sec. 317, Public Law 85-767

(72 Stat. 916), approved August 27, 1958. In accordance with the regulations under Title 43, the State of Oregon is making this application in behalf of the County of Malheur.

Inasmuch as the contract for this project is scheduled for an early letting, we would appreciate anything that could be done to expedite the processing of this application. We will expect your decision when the necessary field reports have been received in your office.

Very truly yours,

L. I. LINDAS, Chief Counsel
G. E. Rohde /s/
By G. E. ROHDE
Assistant Counsel

KFB
wC:ls
Encs. 2 cc letter, 1 tracing, 5 prints,
3 copies stip.

cc: Bureau of Public Roads (2)
with 2 prints & 2 copies stip.

County-City Relations Engr. (2)
with 2 prints

A. F. Parson, Div. Engr.
with 2 prints

STATE OF OREGON )
) ss.
County of Marion )

I, W. C. Williams, state that I am the chief engineer for the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant", that the survey of the right of way of the Westfall-Harper County Road, from the junction with the County Road in Westfall to the north end of the South Unit, a distance of 7.1 miles, was made under my direction as chief engineer of the applicant, commencing on the 25th day of November, 1960, and ending on the 15th day of March, 1961, and that a portion of such survey is accurately represented on this map.

OREGON STATE HIGHWAY COMMISSION, Applicant

By____________________________
W. C. Williams, Chief Engineer

I, Floyd A. Query, do hereby certify that I am the secretary of the OREGON STATE HIGHWAY COMMISSION, hereinafter designated the "applicant"; that W. C. Williams, who subscribed the foregoing affidavit, is the chief engineer for the applicant; that the survey of the right of way of the Westfall-Harper County Road, a portion of which is accurately represented on this map, was made on behalf of the County of Malheur; that such survey was approved by the County of Malheur as the approximate final location of the right of way from the junction with the County Road in Westfall to the north end of the South Unit, a distance of 7.1 miles; and that the map has been prepared to be filed for the approval of the Secretary of the Interior, in order that the applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 885-916) approved August 27, 1958.

OREGON STATE HIGHWAY COMMISSION, Applicant

By Floyd A. Query
Floyd A. Query, Secretary

ATTEST:

C. H. Head

OREGON

N. UNIT, WE

WESTFAL

Scale: 1"= 400

R/W

File No. 33835

OREGON STATE HIGHWAY DEPARTMENT
Filing Map For

# RIGHT OF WAY

From
U.S. GOVERNMENT

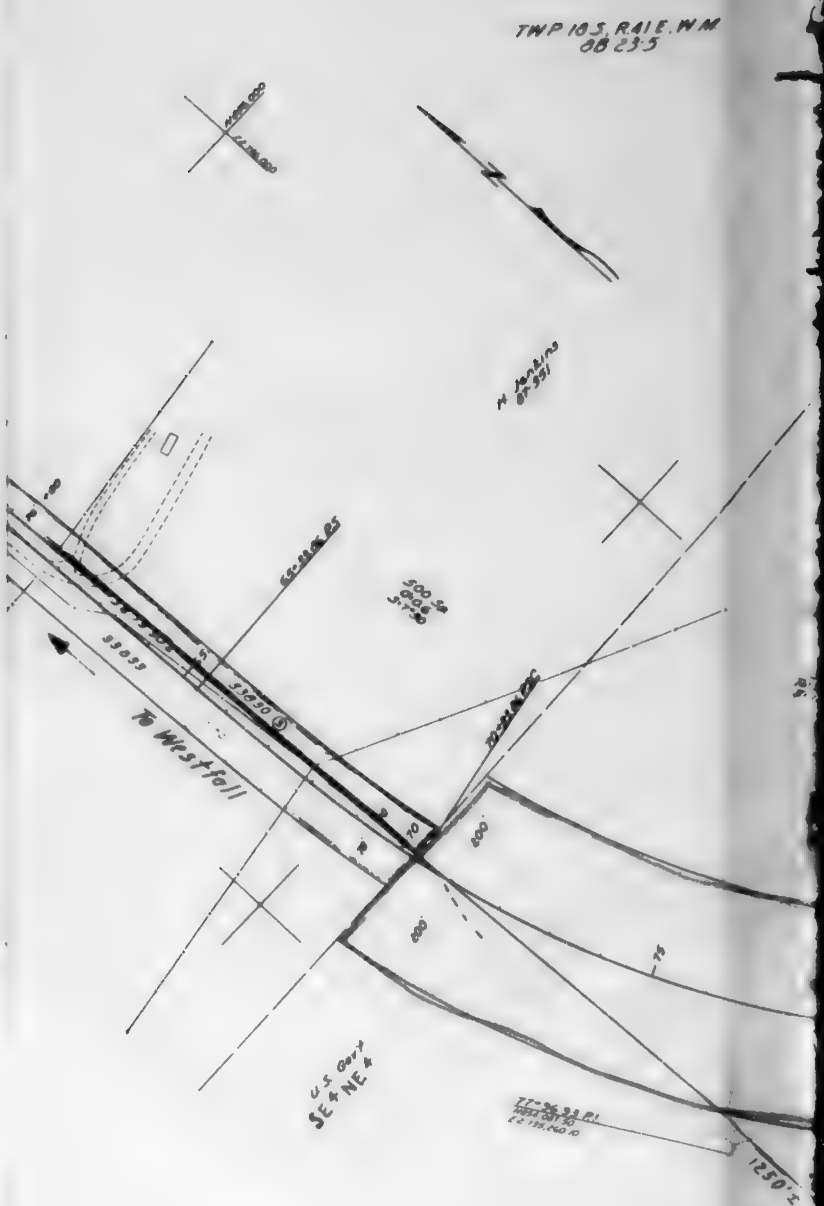
## NIT, WESTFALL-HARPER SECTION

ESTFALL-HARPER COUNTY ROAD
MALHEUR COUNTY

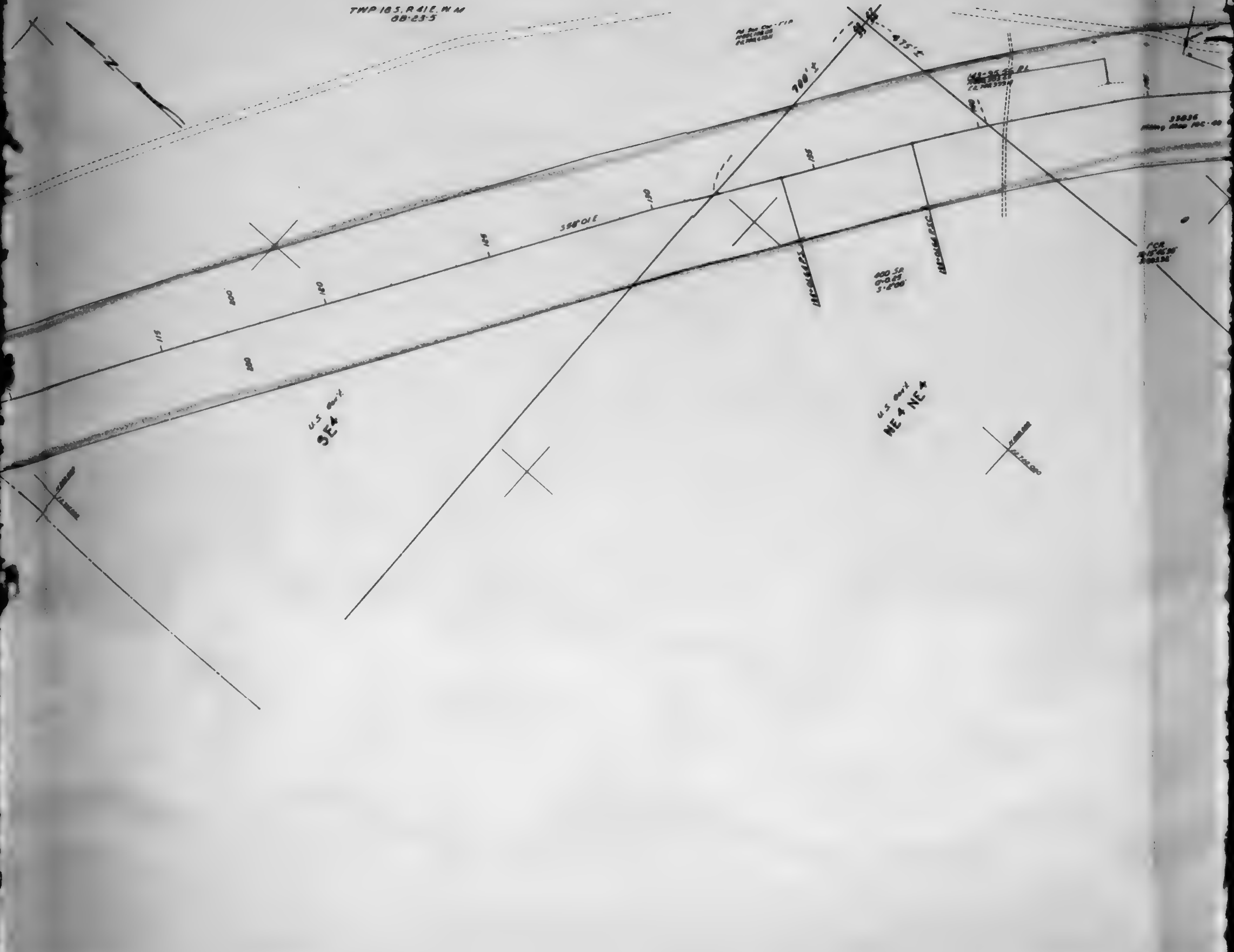
le: 1" = 400'    Aug., 1961

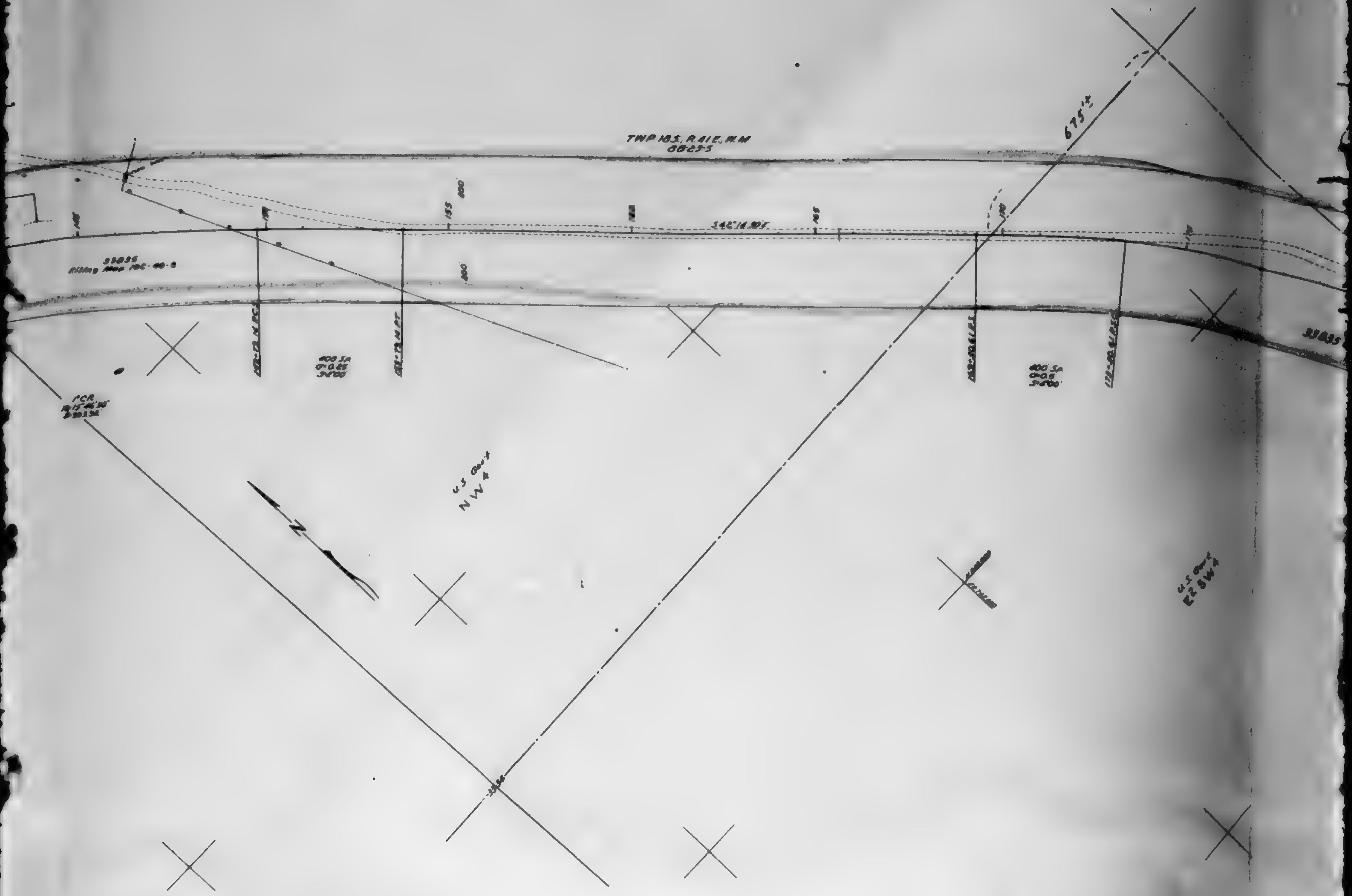
DRG. NO. 10C-40-8

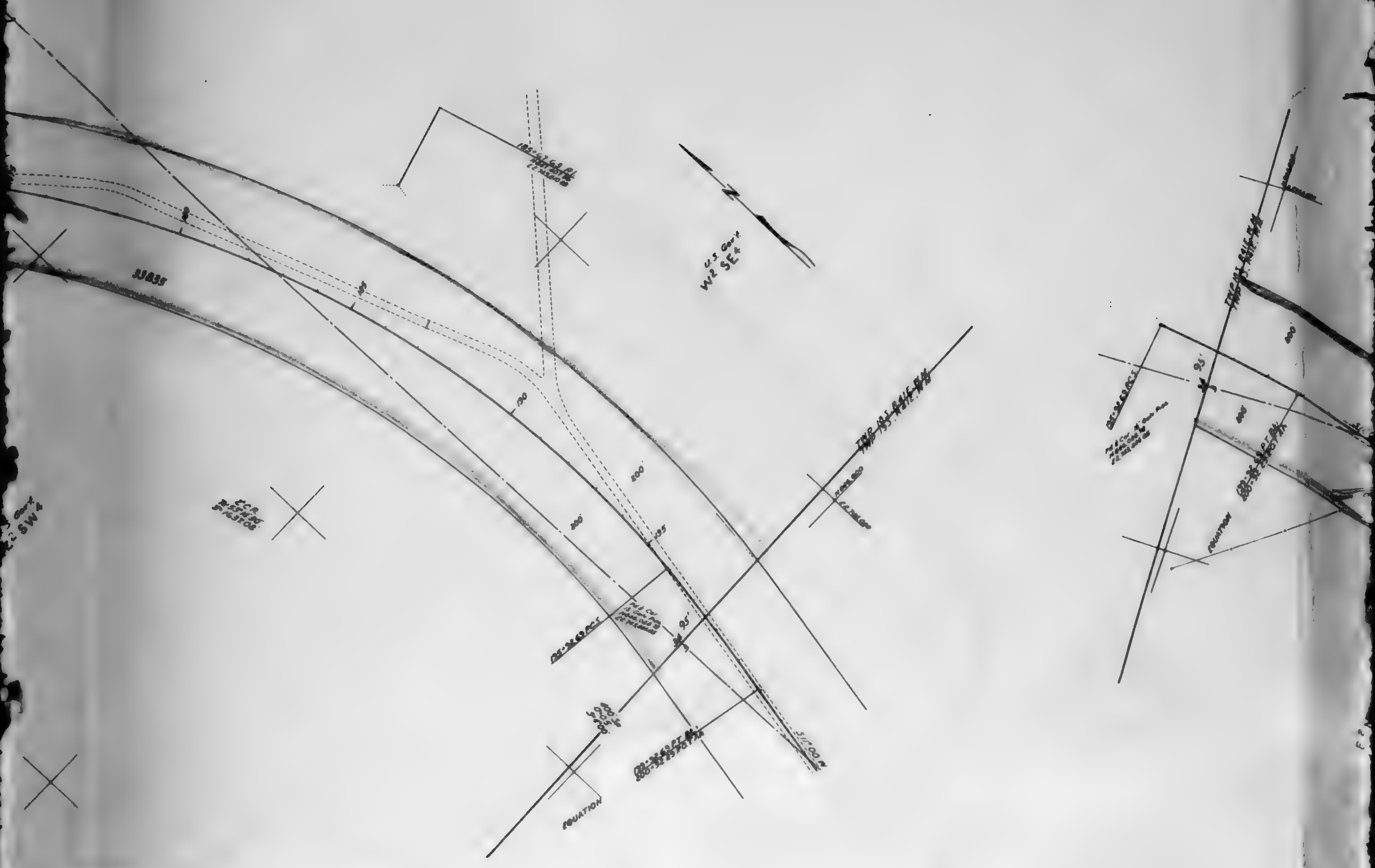
*R/W Maps 8B-23-5 & 8B-15-13*


TWP 10 S, R 41 E, W.M.
8B 23-5
H. Jenkins
33035
33030
To Westfall
200'
75
U.S. Gov't
SE¼ NE¼
1250' L

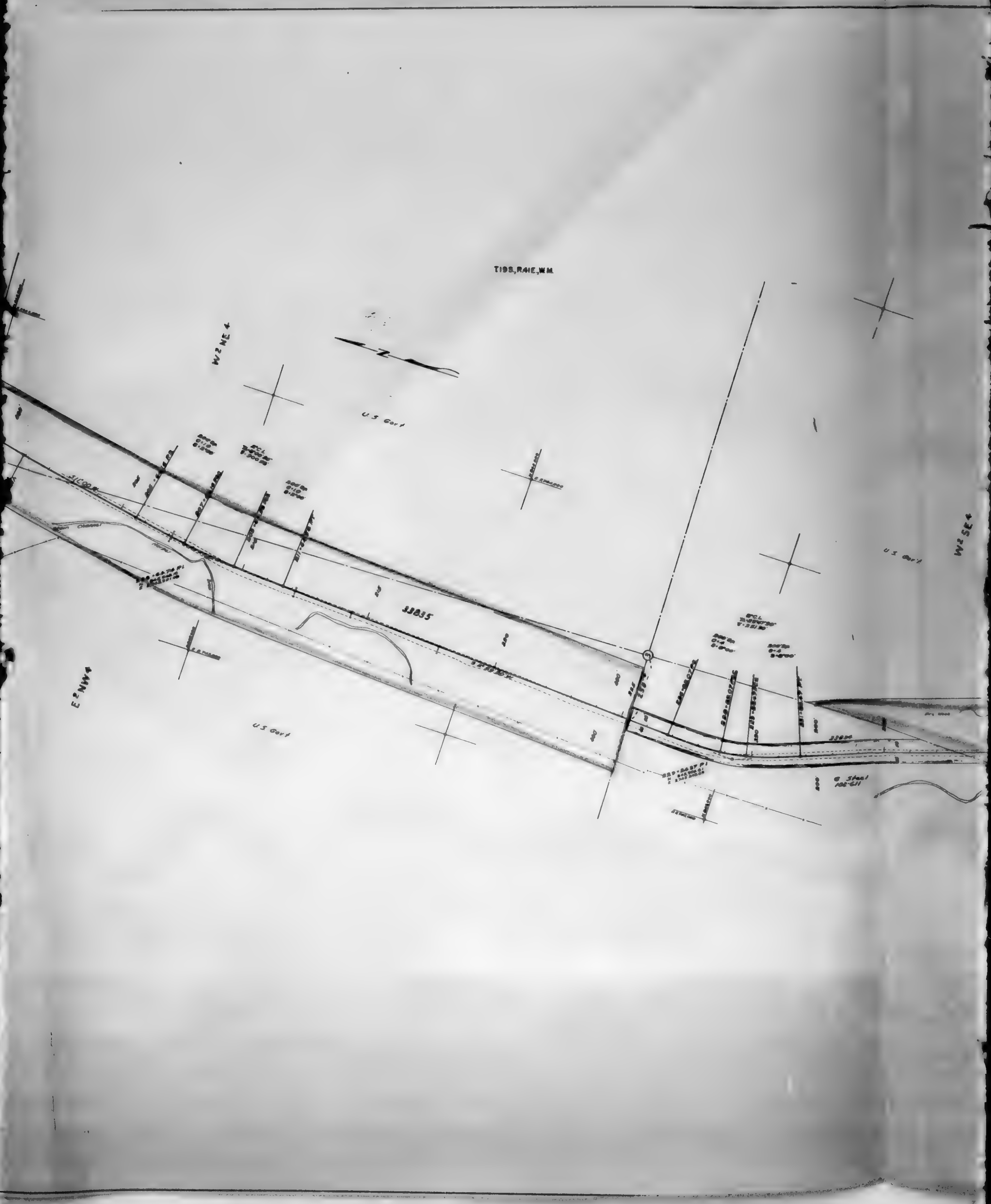
U.S. Gov't
SW¼ NW¼
1780'±
1185'±
S°C.L.
500 Sp.
33835
S 58°01' E
100
SW¼
1250'±
29
28

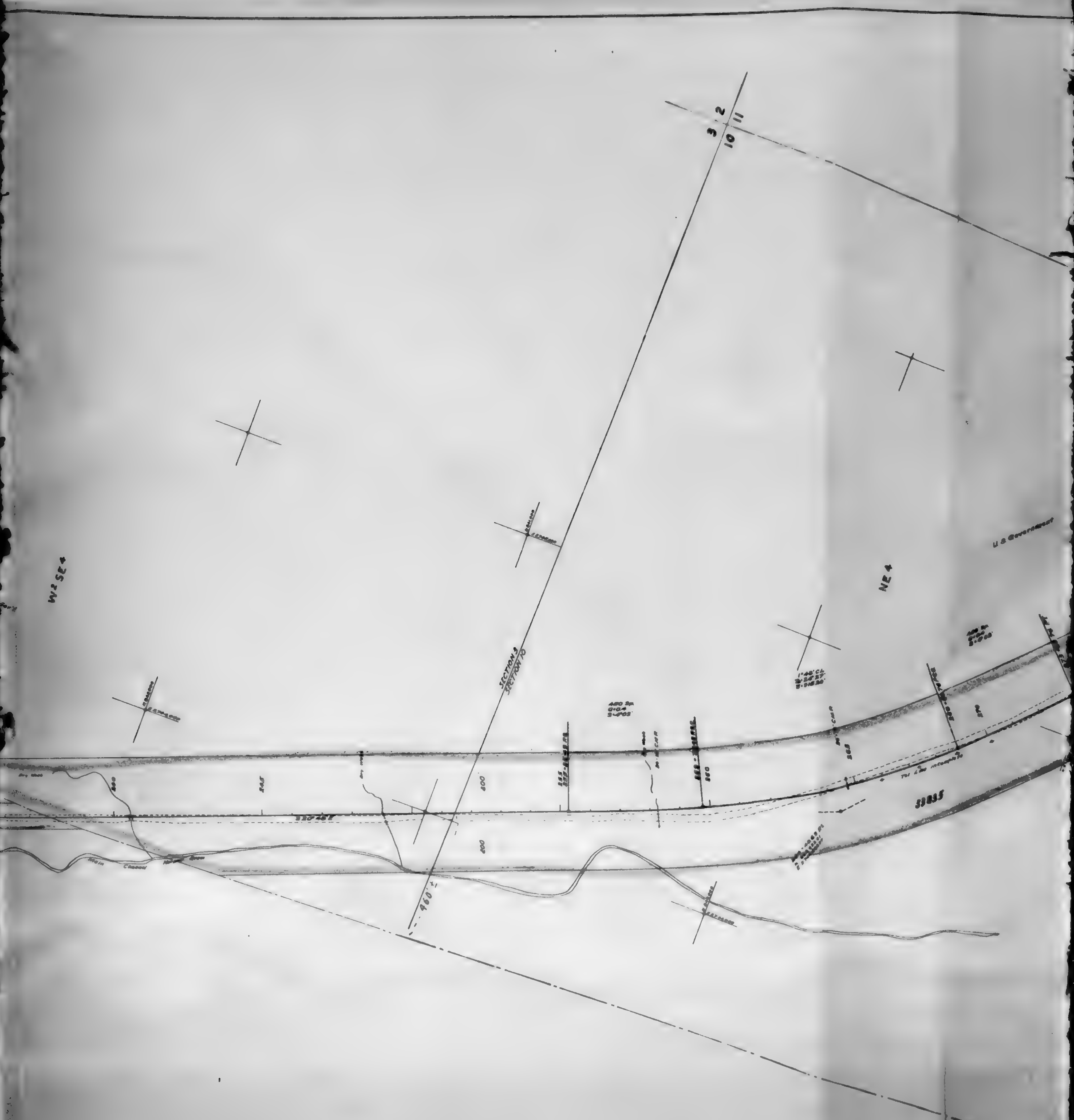

TWP 18 S. R 41 E. W.M.
OB-23-5
900'±
475'±
S58°01'E
100
150
200
400 SP
U.S. Gov't
SE¼
U.S. Gov't
NE¼ NE¼
FCR


TWP 18S, R 41E, W.M
08253
675'±
S 42°14'30" E
155
200
200
33835
Riding Map 10C-40-8
400 Sp
G=0.85
3800
400 Sp
G=0.5
S=500
33835
F.C.R.
U.S. Gov't
NW¼
U.S. Gov't
E½SW¼

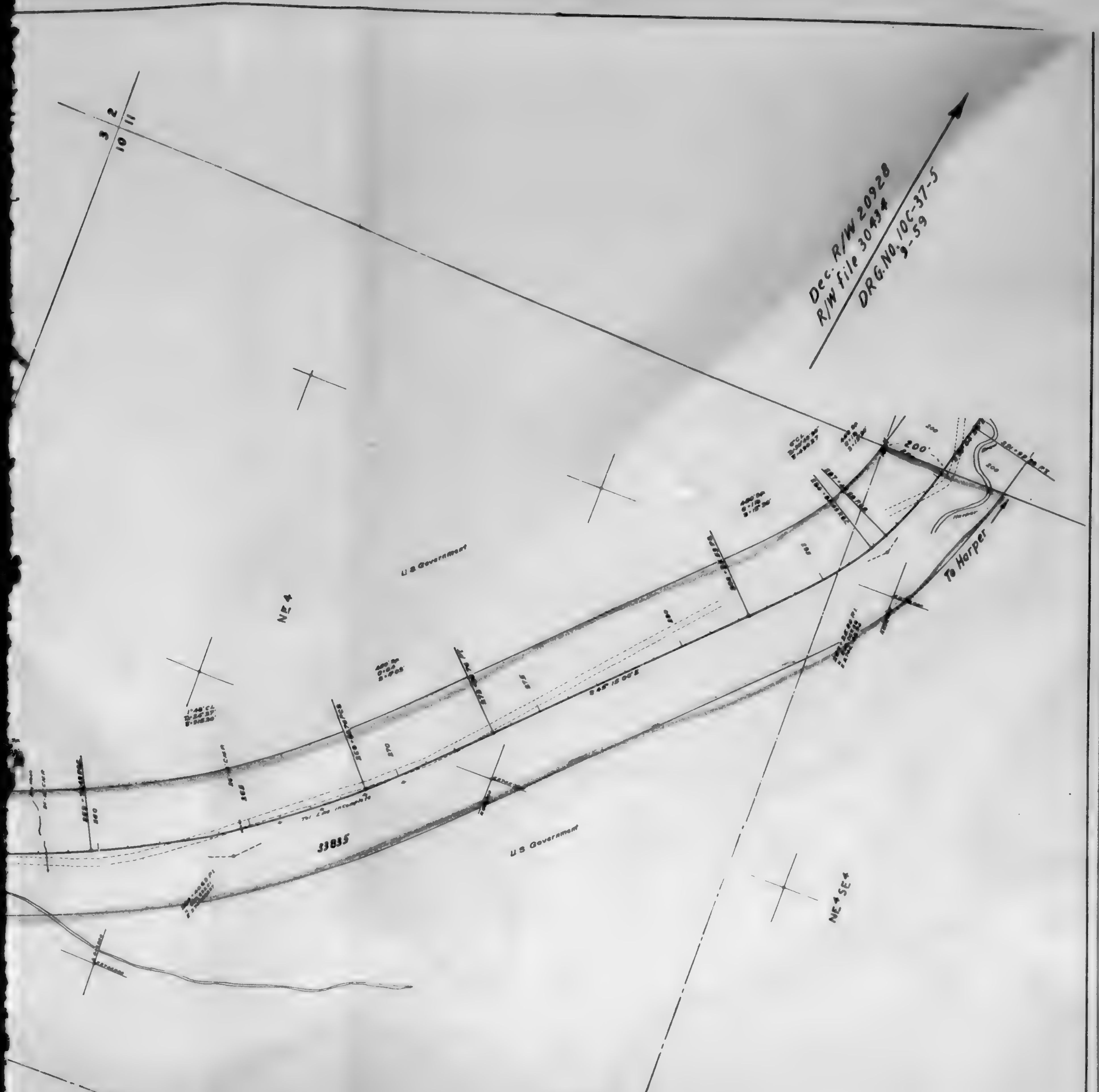


33835
U.S. Gov't
W½ SE¼
N
100
200
200
195
95'
95'
EQUATION
EQUATION
S/1.00


T19S, R1E, W.M.
W½ NE¼
U.S. Govt
33835
E½ NW¼
U.S. Govt
W½ SE¼
U.S. Govt



3 2
10 11
SECTION 3
SECTION 10
W½ SE¼
NE¼
U S Government
Dry Wash
Main Channel
400
400
345
460' ±
33835
Tie Line incomplete



3 2
10 11
U S Government
NE 4
200'
To Harper
33835
U S Government
NE4 SE4

Dec. R/W 20928
R/W file 30434
DRG.NO. 10C-37-5
9-59

NOTED
V R [illegible]

NOTED
H. S. COX

August 18, 1961

NOTED
[illegible]

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the North Unit, Westfall-Harper Section on FAS 525.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $141,200, however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than September 8.

It is presently planned to accept bids for this project on September 13, 1961.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
V. R. Jones
Field Engineer

VRJ:djb
Encl.

ugust 17, 1961

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

Please find enclosed 6 original option forms in triplicate covering right of way to be acquired in connection with the North Unit, Westfall-Harper Section of the Westfall-Harper County Road, FAS 525 in Malheur County.

Also enclosed are three Right of Way Certificates covering the above project. Please return two signed copies to this office.

This office is mailing, under separate cover, three prints of right of way maps 8B-23-5 and 8B-15-13 covering this area and bearing our date of August 15, 1961.

| | File No. | Name | Area | | |
|---|---|---|---|---|---|
| In | 33829 | W. Frank Scott | 70 sq. ft. | | ✓ |
| In | 33830 | Harold G. J nkins, et ux | 0.1 Acre | P-1 | ✓ |
| | | | 25 sq. ft. | P-2 | |
| | | | 1.7 Acres | P-3 | |
| | 33831 | Harrison M. Morrison, et ux | 1.8 Acres | | |
| | 33832 | R. H. DeArmond | 0.6 " | | |
| In | 33833 | Lloyd & Doris Edminson | 1.9 " | | ✓ |
| In | 33834 | G.C. & F. L. Steele | 0.87 " | | ✓ |

This contract is scheduled for letting September 13, 1961.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Field Engineer

VRJ:djb
Encl.

Note added to return 1 signed option form V.J.

FORM E-30 50M 3-61 34397

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 17, 1961
Salem, Oregon

NOTED

SUBJECT: Options
North Unit
Westfall-Harper Hwy. County Rd.

To:
H. S. Cox
County-City Relations
OFFICE

Attached you will find 6 original option forms in quadruplet covering right of way to be acquired in connection with the North Unit of the Westfall-Harper County Road in Malheur County. This contract is scheduled for letting on September 13, 1961.

Please return a signed or conformed copy of each option to the Oregon State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding, under separate cover, 4 prints of each map 8B-23-5 and 8B-15-13 covering this area and bearing our date of August 15, 1961.

| | | | | |
|---|---|---|---|---|
| 33829 | W. Frank Scott | 70 | sq. ft. | |
| 33830 | Harold G. Jenkins, et ux | 0.01 | acre | p-1 |
| | | 25 | sq. ft. | p-2 |
| | | 1.7 | acres | p-3 |
| 33831 | Harrison M. Morrison, et ux | 1.8 | " | |
| 33832 | R. H. DeArmond | 0.6 | " | |
| 33833 | Lloyd & V. Doris Edmunson | 1.9 | " | |
| 33834 | G. C. & F. L. Steele | 0.87 | " | |

EFS

EARL F. SALING
Right of Way Office Manager

AE
blr
enc. 6 orig. options

cc: A. F. Parson
K. A. Chatwood

RECEIVED
16 1961
ENGINEER
COUNTY & CITY RELATIONS

Options + Maps to County
8-17-61
V. B.

N O T
JOHN D.

MEMO TO J. W. NASH
7/24/61

FAS 525, MALHEUR COUNTY

TERMINI: From the community of Westfall southerly to a point 5.0 miles northwest of Harper (North Unit, Westfall-Harper).

PROPOSED WORK: Grade, drain, and place pit run base stabilization course.

PROJECT LENGTH: 6.55 miles.

| COSTS: | TOTAL | FEDERAL | STATE | OTHER |
|---|---|---|---|---|
| CONSTRUCTION | $140,000 | $84,000 | $28,000 | $28,000 (County) |

EXISTING FACILITIES: 12' to 14' gravel on 16' to 18' wide roadway. Sections of substandard grade and alignment.

Structures:

21' timber span 16' wide over a small stream 1.0 mile from south end of project. County will adjust to new grade and widen to 22'.

Bully Creek 0.7 mile from north end of project. One 80' steel pony truss 14'-9" wide, one 15' timber F.T. span. Steel span has H-15 rating. County will raise to new grade line and construct new approach span. Guardrail will be placed at bridge ends and reflectorized and signed as narrow bridge.

[redacted]

ADJACENT SECTIONS:
NORTH END: 14' gravel on 20' roadway.
SOUTH END: 20' bituminous surface, 2' shoulders. Improved under FAS project S-182(1).

PROJECT DATA: Roadway: Grade and drain to an improved grade and alignment; place pit run gravel subgrade stabilization to a width of 30'. Completion to an oiled surface will be accomplished when the next allotment of FAS funds is available to the county.

| | |
|---|---|
| ROW: | 70' |
| ACCESS CONTROL: | None |
| RR XING: | None |
| MINIMUM DESIGN STANDARDS: | No exceptions |
| SYSTEM ACTION: | None required |
| PUBLIC HEARING: | None " |
| UNUSUAL OR COMPLICATED SITUATIONS: | Due to limited funds this section will be built under stage construction. Completion to an oiled surface will be accomplished with the next available FAS funds. |

ROUTE DATA: Submitted on project S-182(1).

VRJ:mm

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G SWENSON

Salem, Oregon
May 26, 1961

North Unit, Westfall-Harper Section
FAS 525, Malheur County

Mr. J. E. Morelock
OFFICE

NOTED
Harold C. Ayers

The subject named project has been inspected and is being returned to your office with the following notations:

Mr. Barbee has approved decreasing the subgrade width on this project to 32 feet. This decrease will affect the base quantities, grading quantities, and also pipe quantities.

Malheur County has available $161,000 in total FAS funds. It therefore stands that this project must either be shortened so that the revised estimate does not exceed this amount or that the project must be built in stage construction within the limits of available money.

This office requests revised estimates on this project so that they may be presented to the Malheur County Court and their wishes ascertained.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

RECEIVED
APR 7 1961
FOR FILING
S-122([illegible])
[illegible]

Salem, Oregon
April 6, 1961

North Unit, Harper-Westfall Highway
- Malheur -

Mr. Tom Edwards
Construction Engineer
BUILDING

Attached is a copy of a letter addressed to E. S. Thompson, Resident Engineer, over the signature of the Malheur County Court, indicating County control of the gravel source for this project.

Victor D. Wolfe
Administrative Assistant

VDW:ms
attach.
cc Forrest Cooper

COPY

April 5, 1961

E. S. Thompson
Resident Engineer
State Highway Department
Ontario, Oregon

Dear Mr. Thompson:

The county now has control of the lands, on which the gravel spots are located, for the gravel for the North unit of the Harper-Westfall Highway.

Sincerely,

Ellis A. White

Malheur County Court
Ellis A. White
County Judge

EAW:brp

Earl Flock
Earl Flock
County Commissioner

Jacob Fischer
Jacob Fischer
County Commissioner

RECEIVED
APR 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

**COUNTY COURT**
**Of Malheur County, Oregon**
**VALE, OREGON**

[illegible]

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

December 7, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This letter will confirm the request made March 9, 1960, to Mr. Verne Jones and Mr. Harold Ayers at a meeting of the County Court in the County courthouse in Vale, Oregon, that the North Unit of the Westfall-Harper Highway, FAS 525, be graded, surfaced, and oiled as an FAS project after the Vale Bridge on FAS 515 is constructed.

Very truly yours,

G. Y. Chester
County Judge

Commissioner

Earl Flock
Commissioner

RECEIVED
DEC 9 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

RECEIVED
OCT 27 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

# LOCATION PROSPECTUS
## NORTH UNIT, WESTFALL-HARPER SECTION
## FAS 525 - MALHEUR COUNTY

The following prospectus is submitted concerning the above-mentioned section of FAS 525, which is a county road on the Federal Aid Secondary System. The northerly terminus is at the junction of county roads in Westfall. The southerly terminus is at the northerly end of the South Unit, Westfall-Harper Section.

This will be a location survey to prepare plans, specifications, and estimates for grading and surfacing on revised alignment. The town of Westfall is at the northerly end of the project; however, it is an inactive incorporation. The general route will approximate the existing highway except for some alignment refinements.

Reconnaissance is not required. Additional soils investigation will be necessary. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1959 ADT is 130 and the projected 1979 ADT is 182. Maximum grade and curvature will be determined by survey. Traffic and alignment warrant a Class "E" highway. The typical section will consist of two 10-foot travel lanes with 2-foot shoulders.

Deviations from the standards set forth for this class of highway are anticipated. Two-foot shoulders will be used instead of 4-foot shoulders.

The rise and fall and the central angle data of the existing facility are not available. The rise and fall and the central angle data for the proposed alignment will be determined by survey.

This will be a two-lane highway with no control of access. There are no interchanges, railroad crossings, or major stream crossings. There is a bridge over Bully Creek, which is not scheduled for replacement under this project.

The tentative base design by G. L. Decker is:

| | |
|---|---|
| Wearing Surface | 1¼" |
| Top Course Base | 2 " |
| Bottom Course Base | 12 " |
| Total Depth | 15¼" |

Materials are available from local commercial or county sources.

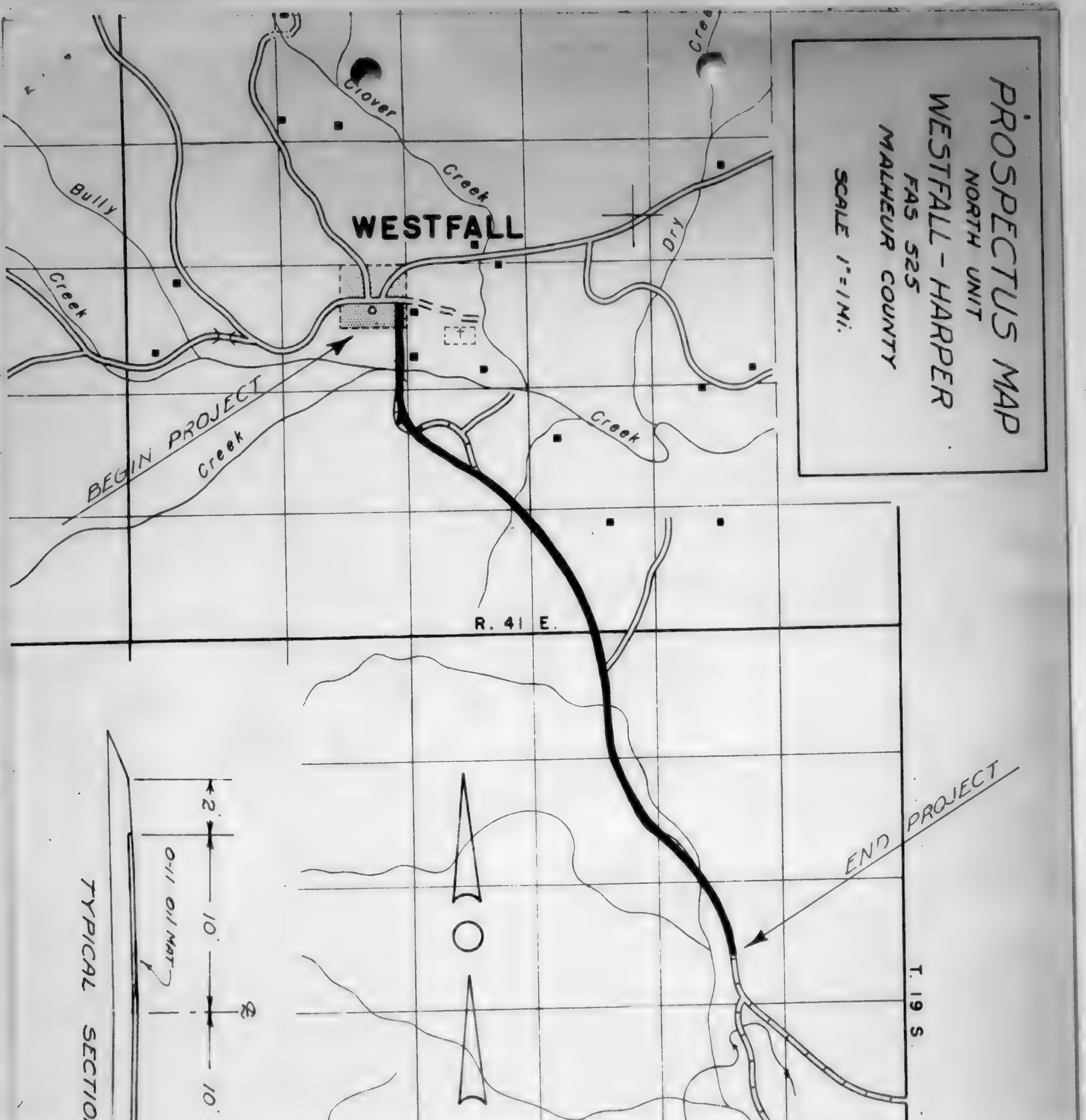
Agreements with the County of Malheur will be necessary. The town of Westfall may require an agreement regarding surfacing.

There are no State parks or roadside rest areas affected by this project.

October 24, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright



PROSPECTUS MAP
NORTH UNIT
WESTFALL - HARPER
FAS 525
MALHEUR COUNTY
SCALE 1"=1 MI.

WESTFALL
Clover Creek
Bully Creek
Dry Creek
Creek
Cre
BEGIN PROJECT
END PROJECT
R. 41 E.
T. 19 S.
TYPICAL SECTION
2'
10'
10'
2'
℄
0.1' OIL MAT

MALHEUR COUNTY
FAS PROJECTS

FAS 515, Malheur River Bridge and Approaches, $50,000 supplemental funds, 0.2 mile grading, oiling, and bridge.

This project was approved April 21, 1960, by the Highway Commission for $50,000 which was the amount of FAS funds available to Malheur County at that time. The additional $50,000 of 1962 funds will provide a total of $100,000 which is the presently estimated amount required for the project.

✓ FAS 525, North Unit, Westfall-Harper Section, 7.1 miles, $156,000. This project extends from the northerly end of the South Unit, Westfall-Harper project to a county road junction in the community of Westfall.

The proposed project is to grade, place base surfacing, and construct a 20' wide type O-11 oil mat wearing surface with 2' shoulders.

60-g
8/29/60

Approved 9-30-60

**The County of Malheur**

OFFICE OF
COUNTY COURT

G. Y. Chester,
County Judge
GEORGE CLEAVER,
Commissioner
AMEIL CLAUDE
Commissioner

VALE, OREGON
Feb 17, 1960

NOTED

NOTED

NOTED

Mr. John F, Hagerman
Salem, Oregon

Dear friend Fred:-

I am writing thid letter secking advice, We would like to finish the road to Westfall this summer.

As the bids have been going We figger it would take some $100.000.00 to do the job.

As there is some 43.000.00 in Malheurs County budget. The question is this,

Is there any place in the Highway funds that could be transfered to Malheur County, then replaced at a later date?

Now Fred I do not know if this kind of a thing is done or not, I am writing to You for I know if it is You can tell me how to go about getting it done.

So I hope I am not asking to mutch of You. All is going O.K. over here as far as I know.

So again I wish to thank You for past favors, will remain

Yours very truly,
G. Y. Chester
G. Y. Chester
County Judge

RECEIVED
FEB 1[illegible] 1960

3-1611 Willamette River Bridge at Oregon City Illumination Installation. 1961

#5986

RECEIVED
[illegible] 1962

5986

January 30, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5986 for illumination installation on the Willamette River Bridge (Oregon City) in Clackamas County was completed by the contractor, Electric Corp., on January 12, 1962, and was formally accepted by the Highway Commission on January 19, 1962.

Final payment in the amount of $2,059.75 will be released to the contractor on or after February 6, 1962. The total contract amount is $7,490.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Electric Corp.,
P. O. Box 266
Salem
Oregon

RECEIVED
11 1961
FOR FILING

5986

D Cook

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

Electric Corporation began work on the Willamette River Illumination installation project at Oregon City on the Oswego - West Linn Highway in Clackamas County, Contract No. 5986 on November 10, 1961.

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
NOV 2 1961
FOR FILING

[illegible]
5986

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 2, 1961

___ Electric Corp.,
P. O. Box 266
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5986, awarded October 20, 1961, for the Willamette River Bridge Illumination Installation Project at Oregon City, Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 27 1961

FOR FILING

| |
|---|
| 1 |
| |
| 5946 |

October 26, 1961

The Tide Company
829 North Russell Street
Portland 12, Oregon

Attention: Mr. Jack W. Blessing
Vice-president

Gentlemen:

In your letter of October 24 you state that it is your belief that Electric Corporation of Salem and Grasle Company of Portland are one and the same company or are both owned and controlled by Grasle Company.

This has to do with the award of the contract for illumination on the Willamette River Bridge at Oregon City on which job bids were received October 18. The contract was awarded to Electric Corporation on October 20.

An examination of the confidential prequalification statements submitted to us by Grasle Company and the Electric Corporation does not indicate that they are one and the same company nor do we find anything which would prove control by one company over the other. It is our belief that the contract as awarded is entirely valid.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM

FQ:jmc

cc: L. I. Lindas

Mr. Lindas:

Is there any basis for the point of view that The Tide Company has expressed?

FQ

Cc, prequal statements of both Co's sent to Lindas
10-26
76

NOTED
C. W. HEAD

The Tide Company
*Industrial Electrical Contractors*
1512 Center Street
Phone Fulton 3-4455
TACOMA 2, WASHINGTON

PLEASE ADDRESS REPLY TO:
829 NORTH RUSSELL ST.
PORTLAND 12, OREGON

October 24, 1961

Oregon State Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

We recently submitted a bid for illumination of the Willamette River Bridge, Bridge No. 357C, from Oregon City to West Lynn.

We noted in the published bid figures in the Daily Journal of Commerce that Electric Corporation of Salem was listed as low, we were listed as second, and the Grasle Company of Portland was listed as third.

It is our belief that Electric Corporation of Salem and Grasle Company of Portland are one and the same company, or at least that Electric Corporation is largely owned and controlled by Grasle Company. Generally, specifications prohibit separate bids in this situation. It is our belief that if Electric Corporation is controlled by Grasle Company, then this contract should be awarded to The Tide Company.

Will you please look into the matter and let us know your opinion.

Very truly yours,

THE TIDE COMPANY

Jack W. Blessing

Jack W. Blessing
Vice-president

JWB/p

RECEIVED
OCT 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
October 17, 1961

Mr. L. I. Lindas
Chief Counsel
OFFICE

Illumination Agreement
Willamette River Bridge
Oregon City

Attached is a draft of an agreement covering the subject project. Will you please prepare eight copies of the agreement in addition to any required by your division.

P. M. Stephenson
Assistant State Highway Engineer

JDG:mm
Att.

cc: H. S. Cox

AGREEMENT DRAFT, 10/17/61

THIS AGREEMENT, made and entered into ~~this ____ day of ________, 1961,~~ by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF OREGON CITY, a municipal corporation, acting by and through its city officials, hereinafter called "City";

W I T N E S S E T H:

RECITALS:

1. That certain highway which has been designated as the Oswego Highway, State Primary Highway No. 3, is a state highway under the jurisdiction and control of the State Highway Commission and is routed through the corporate limits of the City of Oregon City, over and across the Willamette River Bridge.

2. Pursuant to ORS 366.770, the Commission may enter into cooperative agreements with any one or more cities, counties, road districts, or other municipalities of the state for the construction, reconstruction, repair or maintenance of any state highway and provide for allocation of the costs of the project to the contracting parties.

3. Pursuant to such authority, State and City propose and plan to enter into a cooperative agreement for the installation of bridge illumination lights and the rewiring of the existing navigation lights on the said Willamette River Bridge. Installation and rewiring of said lights on the Willamette River Bridge shall hereinafter be referred to as "project."

4. In the judgment of State and City, said project is deemed necessary for the safety and convenience of the traveling public and for the promotion of safe and expeditious flow of traffic.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans and specifications, let and award all contracts, and supervise the installation of the bridge illumination lights and the rewiring of the existing navigation lights on the Willamette River Bridge. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, are two sheets setting forth the general plans and location of said project.

2. State shall install said bridge illumination lights and rewire the existing navigation lights either by its own forces or by contract and shall pay all the cost thereof. The total cost of said project is estimated to be $10,700.00.

3. State, after said rewiring, shall maintain the said navigation lights at its own expense.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto and marked Exhibit "A," including the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City shall pay all future cost of maintaining the said illumination lights and shall pay for all electrical energy consumed by said lights.

3. City shall pay for all electrical energy consumed by the navigation lights rewired pursuant to this agreement.

4. City shall make no change in the lighting system after installation without prior written approval of the State.

5. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon State Highway Commission on ________________________, 1961, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ________, Page _______, Minute Book of the Oregon State Highway Commission.

APPROVED:

__________________________________
Assistant State Highway Engineer

__________________________________
Floyd Query, Secretary

APPROVED AS TO FORM:

__________________________________
Chief Counsel

ATTEST:

__________________________________

CITY OF OREGON CITY, by and through
its City Officials

By______________________________
Mayor

By______________________________
Recorder

JDG:mm

RECEIVED
FEB 2 1961
FORM [illegible] 22128
FOR FILING

[illegible]

5-9-6-

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1961

SUBJECT: Maintenance of and Electrical Energy for Lights on Willamette River Bridge, Oswego Highway
Oregon City and West Linn

To: Mr. P. M. Stephenson
OFFICE

As per your assignment, the cities of Oregon City and West Linn have been contacted regarding the above subject and both cities have agreed to maintain said lights and assume the cost of electrical energy for the luminaire units and navigation lights.

I have discussed this with Mr. Val Johnson and he will have a tri-party agreement prepared covering the maintenance and payment of electrical energy for the luminaire units. The responsibility for maintenance of the navigation lights should remain with the State. As this installation will be on one light meter, it may be necessary that one of the cities pay the power bill and bill the other city for one half of this cost. The arrangement for this will be worked out between the two cities and I don't believe that it would be necessary to have this spelled out in the tri-party agreement between the two cities and the State.

C. G. S

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson
F. B. Crandall, attention Val Johnson
V. D. Wolfe

NOTED
P. M. STEPHENSON

RECEIVED
JAN 17 1961
OFFICE OF
[illegible] ENGINEER

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DEC 21 1960
FOR FILING
3-1611
5986

Salem, Oregon
December 20, 1960

Mr. Clarence G. Swenson
County and City Relations Division

Attached is correspondence in regard to the maintenance of lighting on the Willamette River Bridge at Oregon City.

It is our intention to replace the wiring and lights on this structure, by contract, in the near future.

Will you kindly negotiate with the City of Oregon City for an agreement covering relamping, power consumption, et cetera.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

FORM E-30 50M 2-60 26118

# OREGON STATE HIGHWAY DEPARTMENT

## INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1960

**SUBJECT:** Oregon City Bridge Lighting
Bridge No. 357

**To:**

Mr. P. M. Stephenson
Assistant State Highway Engineer

Attached are three copies of a letter dated December 6, 1960, to Mr. DeFrance from H. W. Hughlett, State Bridge Superintendent, which Mr. DeFrance has asked me to refer to you.

Mr. DeFrance suggests (1), that the County-City Relations Division be requested to open negotiations with the City of Oregon City for an agreement covering future maintenance, relamping, power consumption, et cetera, following completion of the relighting of this structure and (2), that the Bridge Division be asked to prepare plans and cost estimate for rewiring and relamping of this structure and schedule it for contract letting as soon as possible.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Enclosures

cc: A. E. Johnson
H. W. Hughlett

NOTED
P. M. STEPHENSON

RECEIVED
DEC - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 90M 2-60 26119

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1960

SUBJECT: Oregon City Bridge
Lighting; Bridge #357

To: I. A. DeFrance
Maintenance Engineer
OFFICE

In the past two years, we have had numerous complaints from the Oregon City officials to Mr. Rohrbough and Mr. Cotton regarding the condition of the lighting and wiring on the Willamette River Bridge at M. P. 11.43 on the Oswego Highway #3.

The electricians report that conduit and wiring is all in very bad condition, although they are still able to maintain the clearance lights.

We included $10,000 in the 1961 Bridge Minor Betterment Budget to replace the wiring and to revise the lighting for a modern roadway lighting system.

We have checked through the agreement with the City of Oregon City and the City of West Linn and can find nothing that would obligate them for any maintenance or repairs to the lighting system. So, it looks as though we are responsible for any rewiring that would be required.

Probably some agreement should be made with the Oregon City officials regarding the future maintenance, relamping, electrical bills, etc., upon the relighting of this structure.

I would like to request that the Bridge Department prepare plans and an estimate for rewiring and relamping of this structure, and schedule it for contract letting as soon as possible.

H. W. Hughlett
H. W. Hughlett
State Bridge Supt.

HWH:pa
cc: A. E. Johnson

NOTED
I. A. DEFRANCE

NOTED
J. A. PHILLIPS

32-3711 Wallowa Lake State Park Boat 1961
Ramp, S.E. of Joseph
#5287

RECEIVED
.B 7 1962

FOR FILING

3711

5987

February 6, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5987, awarded to White Bros. Const. Co. Inc., for construction of a boat launching ramp in Wallowa Lake State Park in Wallowa County.

This contract was completed on December 19, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $542.29 will be released to the contractor, White Bros. Const. Co. Inc., on or after February 13, 1962. The total contract amount is $18,076.26 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: White Bros. Const. Co. Inc.,
P. O. Box 376
Walla Walla
Washington

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 23, 1961

Section Wallowa Lake State Park

Kind of work Boat Ramp

Highway -- County Wallowa

Section prefix 32-3711

Contractor White Bros. Const. Co., Inc.

Contract number 5987

Date of contract Oct. 20, 1961

Specified work days 43

Date work started Oct. 25, 1961

Work days used 35

Project authorization $ 21,136.95

Exclusive of engineering $ 19,633.88

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $ 19,000.00

Estimated per cent overrun or underrun underrun 3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,503.07

Engineering cost to date $ 1,650.00, 110 %

Date project was completed December 19, 1961

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
|  |  | 100 |  | 100 |  |  |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor finished placing the 1½"-0 base rock Monday and finished placing the 3/4"-0 base rock Tuesday. About half of the 3/4"-0 base rock was placed by the contractor and the remainder will be placed by state forces when the ramp is oiled.

The construction work is completed and we have to remeasure the borrow area and sound the boat basin to complete the engineering.

Final Report.

CONSTRUCTION DIVISION
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DEC 26 1961
NOTED
CE AE ACE COL

NOTED
John P. [illegible]

Signed Blickenstaff

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

|  | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project |  |  |  |  |  |
| Miles partially completed |  |  |  |  |  |
| Miles completed |  |  |  |  |  |
| Total estimated quantities (contract) | 23,500 | 1,310 |  |  |  |
| Total quantities corrected to date | 24,500 | 1,057 |  |  |  |
| Estimated quantities moved or placed to date | 24,500 | 1,057 |  |  |  |
| Average daily quantities |  | 200 |  |  |  |
| Average daily quantities necessary to complete project on time | Completed |  |  |  |  |
| Number shifts per day |  | 1 |  |  |  |
| Hours per shift |  | 10 |  |  |  |
| Average force on project for week |  | 4 |  |  |  |

|  |  |
|---|---|
| Men | 1 |
| Supervision | 1 |
| Men and trucks under 3 tons |  |
| Men and trucks over 3 tons | 2 |
| Men and tractors |  |
|  |  |

Equipment used during week: Shovels 1, Power graders 1, Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors .........., Bulldozers .........., Compaction rollers .........., . . . . . .........., . . . . . .........., . . . . . ..........

|  | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | Snow |  |  |
| Monday | Cold |  |  |
| Tuesday | Rain |  |  |
| Wednesday |  |  |  |
| Thursday |  |  |  |
| Friday |  |  |  |
| Saturday |  |  |  |

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NOV 8 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]
5987

November 8, 1961

White Bros. Const. Co. Inc.,
P. O. Box 376
Walla Walla
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5987, awarded October 20, 1961, for construction of a boat ramp in Wallowa Lake State Park Wallowa County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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AUG 24 1961
FOR FILING
[illegible]
[illegible]

August 24, 1961

Oregon State Highway Commission

Gentlemen:

Authority is requested to advertise for bids and award a contract to revise and improve the boat ramp and parking at Wallowa Lake State Park this fall.

Money for this work will be recommended in the proposed 1962 Budget of the Parks and Recreation Division. It is very desirable to begin this work this fall while the water level of the lake is low and prior to the beginning of the heavy winter weather, which would hamper the work and also possibly increase the cost.

This work was not budgeted in 1961 but is a needed improvement to the present facilities. The present boat ramp is of insufficient grade and length. Boat launching is difficult, and at extreme low water the ramp is unusable. The proposed work will eliminate this unsatisfactory condition. The earth materials used to construct the ramp and parking will be taken from the lake in such a manner that an additional boat basin area will be provided, further improving the facilities.

This park had 201,700 visitors in 1960, and this number will be exceeded this year. To provide better boating facilities for the continually rising public boating use, I recommend that approval be given to begin this needed improvement this year. The total estimated cost of the project is $25,000. It is anticipated that very little of the work would be completed in time to require expenditure of funds in the year 1961, although funds are available.

This matter will be on the agenda for the meeting on September 15.

Very truly yours,

W. C. Williams
State Highway Engineer

(Parks) me
cc P. M. Stephenson
Mark H. Astrup
C. H. Maison

EBF-29(12) Powers Jct.-Sugarloaf Mt. 1961
Sec., Coos Bay-Roseburg Hwy.
#5288 (oiling & signing)

RECEIVED
SEP 2 7 1965
FOR FILING

STATE COPY

| | | |
|---|---|---|
| Money transaction number | FO R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | e<br>Oregon |
| Project report number<br>EBF-29(12)<br>13 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>(PPM 21-7)<br>1-10-65 | County<br>Coos |
| 5988 | | Project number<br>EBF-29(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 6, 1961, is hereby modified as follows:

Revised estimated total cost of project $ ______

Revised Federal funds $ ______

Other revisions

Modified to identify the bond issues for this project. (See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F. J. Klaboe

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

# BOND ISSUES

| | |
|---|---|
| State Funds for Const.: | Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. |
| Bond Indebtedness Laws: | Chap. 381, laws 1961; Chap. 483, laws 1961. |
| State Funds for Maint.: | Chap. 529, laws 1939. |

Oregon Laws Chap. 381, Laws 1961

| Issue | Amount | Date of Issue | Beginning Date of Maturity |
|---|---|---|---|
| only | $4,000,000 | Jan. 1, 1962 | Jan. 1, 1963 |

Oregon Laws Chap. 483, Laws 1961

| Issue | Amount | Date of Issue | Beginning Date of Maturity |
|---|---|---|---|
| only | $4,000,000 | Jan. 1, 1962 | Jan. 1, 1963 |

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts for the Powers Junction - Sugarloaf Mountain Section, Project No. ERF-29(12). This project has been modified by the audit final voucher and those total amounts should be used.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H. Maison

DAR:kc

Oregon State Highway Department

Federal Aid
Project No. ERP-29(12)

## POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION

## OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 27, 1965

Type Code 5231
Roadway (Sta. 124+50 to Sta. 238+00)(Contract 5988)

| | | | | |
|---|---|---|---|---|
| Removal of Existing Bridge | All | Required | | $ 9,000.00 |
| Drainage Excavation, Unclassified | 2,100 | cu. yd. | 3.00 | 6,300.00 |
| Slide Excavation, Unclassified | 16,600 | cu. yd. | 1.00 | 16,600.00 |
| General Excavation, Unclassified | 3,100 | cu. yd. | 1.25 | 3,875.00 |
| Extra for Granular Backfill | 6,200 | cu. yd. | 1.25 | 7,750.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 | lin. ft. | 5.00 | 1,450.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 70 | lin. ft. | 6.00 | 420.00 |
| 6-inch Metal Drain Pipe | 70 | lin. ft. | 2.50 | 175.00 |
| 8-inch Perforated Metal Drain Pipe | 270 | lin. ft. | 3.00 | 810.00 |
| Special Backfill in Drains | 45 | cu. yd. | 10.00 | 450.00 |
| 8-inch Metal Tide Gate | 1 | only | 140.00 | 140.00 |
| 1½-inch Galvanized Water Pipe | 90 | lin. ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 | cu. yd. | 60.00 | 780.00 |
| Concrete Surfacing | 90 | sq. yd. | 5.00 | 450.00 |
| Concrete in Islands | 4 | cu. yd. | 100.00 | 400.00 |
| 1½-inch Electrical Conduit | 390 | lin. ft. | 2.60 | 1,014.00 |
| Metal Guard Rail | 800 | lin. ft. | 2.44 | 1,952.00 |
| Guard Rail-Salvaged Barricade | 160 | lin. ft. | 1.60 | 256.00 |
| Guide Posts, Type W-1 | 5 | only | 5.80 | 29.00 |
| Guide Posts, Type W-2 | 50 | only | 6.75 | 337.50 |
| Guide Posts, Type Y-2 | 50 | only | 6.75 | 337.50 |
| Guide Posts, Type Y-3 | 4 | only | 7.50 | 30.00 |
| Coarse Crushed Material in Base | 42,200 | ton | 2.75 | 116,050.00 |
| 3/4" - 0 Material in Base | 6,200 | ton | 2.88 | 17,856.00 |
| Sprinkling | 910 | M-gal. | 2.50 | 2,275.00 |
| Preparation of Base | 1.95 | mile | 1,000.00 | 1,950.00 |
| 3/4" - 0 Material in Binder Course | 480 | cu. yd. | 4.40 | 2,112.00 |
| Furnishing and Placing Aggregates | 3,240 | cu. yd. | 4.95 | 16,038.00 |
| RC-3 Asphalt | 75 | ton | 50.00 | 3,750.00 |
| 200-300 Asphalt | 250 | ton | 46.00 | 11,500.00 |
| RS-1 Asphalt | 70 | ton | 50.00 | 3,500.00 |
| Extra for Oiling Approaches | 6 | only | 40.00 | 240.00 |
| Asphaltic Concrete Traffic Markers, Type L | 1,400 | lin. ft. | 2.00 | 2,800.00 |
| Removal of Existing Sign Installations | All | Required | | 170.00 |

| | | | |
|---|---|---|---|
| Furnish 8" HP 36# Steel Piling | 63 lin. ft. | 5.80 | $ 365.40 |
| Drive Steel Piles | 5 only | 90.00 | 450.00 |
| Metal Sign Posts | All Required | | 205.00 |
| Wood Sign Posts | All Required | | 1,790.00 |
| Type "C", "D" and "E" Signs in Place | 435 sq. ft. | 3.64 | 1,583.40 |
| Type "F" Signs in Place | 16 sq. ft. | 3.66 | 58.56 |
| Type "J" Signs in Place | 21 sq. ft. | 3.13 | 65.73 |
| Type "K" Signs in Place | 58 sq. ft. | 4.20 | 243.60 |
| Type "A" Signs in Place (Extruded, Laminated or Sheet Aluminum) | 552 sq. ft. | 6.65 | 3,670.80 |
| | | | $239,409.49 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Signing (Temporary) | All Required | | 500.00 |
| | | | $ 3,500.00 |
| | Subtotal | | $242,909.49 |
| | 10% Engr. & Cont. | | 24,290.51 |
| | Total | | $267,200.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . . | 1.955 miles |
| Length of 3 Structures . . . . . . . . . | 0.187 mile |
| Total Length . . . . . . . . . . . . . . | 2.142 miles |
| Cost of Roadway Per Mile . . . . . . . . | $136,675.19 |

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | $168,000.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 99,200.00 |
| | $267,200.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 381, Laws 1961; Chap. 483, Laws 1961.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 381, Laws 1961

| Issue | Amount | Date of Issue | Beginning Date of Maturity |
|---|---|---|---|
| Only | $4,000,000 | Jan. 1, 1962 | Jan. 1, 1963 |

Oregon Laws Chap. 483, Laws 1961

| Issue | Amount | Date of Issue | Beginning Date of Maturity |
|---|---|---|---|
| Only | $4,000,000 | Jan. 1, 1962 | Jan. 1, 1963 |

RECEIVED
FEB 4 1964

| | | |
|---|---|---|
| Monthly transaction number<br>FOR FILING 8 | Form 4-2A (5-31-57)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | State<br>Oregon |
| Project report number<br>ERF 29(12)<br>11 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>1-23-64 | County<br>Coos |
| 5-7-[illegible] | | Project number<br>ERF-29(12) |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 6**, 19**61**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ 302,383.00 |
| Revised Federal funds | $ 192,357.00 |

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of January, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By ____________________

____________________
(Title)

By ____________________

____________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
By Division Engineer

By: L. W. Backlund, Administrative Mgr.

USComm-DC 11170

January 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Powers Junction-Sugarloaf Mountain Section, Project No. EBF-29(12).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:er

12-6-61

Form Approved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| MODIFIED TRANSACTION NO.<br>RECEIVED<br>DEC 7 1961 | FO  R-2<br>(REV. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS | ATE<br>Oregon |
| PROJECT REPORT NO.<br>FOR FILING | **FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)* | COUNTY<br>Coos |
| | | PROJECT NO.<br>EBF-29(12) |

EF-29(12)

5988

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

(State Route) SR 42 King Cr. to Bridge
(From 0.6 mi. west of King Cr. to 0.5 mi. east of Bridge)

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 7-5-61 | 2.1 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 267,200 | $ 168,000 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. L. Porter

Ass't State Highway Engineer
(Title)

By ______________________

______________________
(Title)

By ______________________

______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ C. G. Polk
(Division Engineer)

By: C. C. Pike
C. C. Pike, Acting Administrative Mgr.

Date executed by Division Engineer December 6, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

December 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Powers Junction-Sugarloaf Mountain Section, Project No. EBF-29(12).

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 29, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By:
T. Dec T. Dec
Acting Division Engineer

SUBJECT: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

EBF-29(12) SR 42 King Cr. to Bridge

If the project agreements are satisfactory, they should be signed and returned to this office.

Attachment

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

November 6, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Powers Junction-Sugarleaf Mountain Section, Project No. ERF-29(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

HNC:jb

Oregon State Highway Department

Federal Aid
Project No. ERF-29(12)

# POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION
# OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1961

Type Code 5231

Roadway (Sta. 124+50 to Sta. 238+22) (Contract 5968)

| | | | |
|---|---|---|---|
| Removal of Existing Bridge | All Required | | $ 9,000.00 |
| Drainage Excavation, Unclassified | 2,100 cu. yds. | $ 3.00 | 6,300.00 |
| Slide Excavation, Unclassified | 16,600 cu. yds. | 1.00 | 16,600.00 |
| General Excavation, Unclassified | 3,100 cu. yds. | 1.25 | 3,875.00 |
| Extra for Granular Backfill | 6,200 cu. yds. | 1.25 | 7,750.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 lin. ft. | 5.00 | 1,450.00 |
| 16-inch Asbestos-Protected Corrugated Metal Pipe | 70 lin. ft. | 6.00 | 420.00 |
| 6-inch Metal Drain Pipe | 70 lin. ft. | 2.50 | 175.00 |
| 8-inch Perforated Metal Drain Pipe | 270 lin. ft. | 3.00 | 810.00 |
| Special Backfill in Drains | 45 cu. yds. | 10.00 | 450.00 |
| 8-inch Metal Tide Gate | 1 only | 140.00 | 140.00 |
| 1½-inch Galvanized Water Pipe | 90 lin. ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 cu. yds. | 60.00 | 780.00 |
| Concrete Surfacing | 90 sq. yds. | 5.00 | 450.00 |
| Concrete in Islands | 4 cu. yds. | 100.00 | 400.00 |
| 1½-inch Electrical Conduit | 390 lin. ft. | 2.60 | 1,014.00 |
| Metal Guard Rail | 800 lin. ft. | 2.44 | 1,952.00 |
| Guard Rail-Salvaged Barricade | 160 lin. ft. | 1.60 | 256.00 |
| Guide Posts, Type W-1 | 5 only | 5.80 | 29.00 |
| Guide Posts, Type W-2 | 50 only | 6.75 | 337.50 |
| Guide Posts, Type Y-2 | 50 only | 6.75 | 337.50 |
| Guide Posts, Type Y-3 | 4 only | 7.50 | 30.00 |
| Course Crushed Material in Base | 42,200 tons | 2.75 | 116,050.00 |
| 3/4" - 0 Material in Base | 6,200 tons | 2.88 | 17,856.00 |
| Sprinkling | 910 M-gals. | 2.50 | 2,275.00 |
| Preparation of Base | 1.95 miles | 1,000.00 | 1,950.00 |
| 3/4" - 0 Material in Binder Course | 480 cu. yds. | 4.40 | 2,112.00 |
| Furnishing and Placing Aggregates | 3,240 cu. yds. | 4.95 | 16,038.00 |
| RC-3 Asphalt | 75 tons | 50.00 | 3,750.00 |
| 200-300 Asphalt | 250 tons | 46.00 | 11,500.00 |
| RS-1 Asphalt | 70 tons | 50.00 | 3,500.00 |
| Extra for Oiling Approaches | 6 only | 40.00 | 240.00 |
| Asphaltic Concrete Traffic Markers, Type L | 1,400 lin. ft. | 2.00 | 2,800.00 |
| Removal of Existing Sign Installations | All Required | | 170.00 |
| Furnish 8" BP 36# Steel Piling | 63 lin. ft. | 5.80 | 365.40 |
| Drive Steel Piles | 5 only | 90.00 | 450.00 |

| | | | |
|---|---|---|---|
| Metal Sign Posts | All Required | | $ 205.00 |
| Wood Sign Posts | All Required | | 1,790.00 |
| Type "C", "D" and "E" Signs in Place | 435 sq.ft. | $ 3.64 | 1,583.40 |
| Type "B" Signs in Place | 16 sq.ft. | 3.66 | 58.56 |
| Type "J" Signs in Place | 21 sq.ft. | 3.13 | 65.73 |
| Type "K" Signs in Place | 58 sq.ft. | 4.20 | 243.60 |
| Type "A" Signs in Place (Extruded, laminated or sheet aluminum) | 552 sq.ft. | 6.65 | 3,670.80 |
| | | | $239,409.49 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Signing (Temporary) | All Required | | 500.00 |
| | | | $ 3,500.00 |
| | Subtotal | | $242,909.49 |
| | 10% Engr. & Cont. | | 24,290.51 |
| | Total | | $267,200.00 |

| | |
|---|---|
| Length of Roadway | 1.955 Miles |
| Length of 3 Structures | 0.187 Mile |
| Total Length | 2.142 Miles |
| Cost of Roadway Per Mile | $136,675.19 |

| | |
|---|---|
| Federal Funds | $168,000.00 |
| State Funds | 99,200.00 |
| | $267,200.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. EBF-29(12)

## POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION
## OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1961

Type Code 5231
Roadway (Sta. 124+50 to Sta. 238+00)

| | | | | |
|---|---|---|---|---|
| Removal of Existing Bridge | All | Required | | $ 11,000.00 |
| Drainage Excavation, Unclassified | 2,100 | cu.yds. | $ 3.00 | 6,300.00 |
| Slide Excavation, Unclassified | 16,600 | cu.yds. | 0.85 | 14,110.00 |
| General Excavation, Unclassified | 3,100 | cu.yds. | 0.75 | 2,325.00 |
| Extra for Granular Backfill | 6,200 | cu.yds. | 1.00 | 6,200.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 | lin.ft. | 3.50 | 1,015.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 70 | lin.ft. | 5.50 | 385.00 |
| 6-inch Metal Drain Pipe | 70 | lin.ft. | 2.00 | 140.00 |
| 8-inch Perforated Metal Drain Pipe | 270 | lin.ft. | 2.50 | 675.00 |
| Special Backfill in Drains | 45 | cu.yds. | 6.00 | 270.00 |
| 8-inch Metal Tide Gate | 1 | only | 75.00 | 75.00 |
| 1½-inch Galvanized Water Pipe | 90 | lin.ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 | cu.yds. | 55.00 | 715.00 |
| Concrete Surfacing | 90 | sq.yds. | 3.50 | 315.00 |
| Concrete in Islands | 4 | cu.yds. | 60.00 | 240.00 |
| 1½-inch Electrical Conduit | 390 | lin.ft. | 1.75 | 682.50 |
| Metal Guard Rail | 800 | lin.ft. | 3.00 | 2,400.00 |
| Guard Rail-Salvaged Barricade | 160 | lin.ft. | 1.50 | 240.00 |
| Guide Posts, Type W-1 | 5 | only | 6.75 | 33.75 |
| Guide Posts, Type W-2 | 50 | only | 7.50 | 375.00 |
| Guide Posts, Type Y-2 | 50 | only | 7.75 | 387.50 |
| Guide Posts, Type Y-3 | 4 | only | 8.00 | 32.00 |
| Coarse Crushed Material in Base | 42,200 | tons | 2.10 | 88,620.00 |
| 3/4" - 0 Material in Base | 6,200 | tons | 2.20 | 13,640.00 |
| Sprinkling | 910 | M-gals | 3.00 | 2,730.00 |
| Preparation of Base | 1.95 | miles | 400.00 | 780.00 |
| 3/4" - 0 Material in Binder Course | 480 | cu.yds. | 4.50 | 2,160.00 |
| Furnishing and Placing Aggregates | 3,240 | cu.yds. | 4.50 | 14,580.00 |
| RC-3 Asphalt | 75 | tons | 46.00 | 3,450.00 |
| 200-300 Asphalt | 250 | tons | 44.00 | 11,000.00 |
| RS-1 Asphalt | 70 | tons | 46.00 | 3,220.00 |
| Extra for Oiling Approaches | 6 | only | 30.00 | 180.00 |
| Asphaltic Concrete Traffic Markers, Type L | 1,400 | lin.ft. | 0.75 | 1,050.00 |
| Removal of Existing Sign Installations | All | Required | | 100.00 |
| Furnish 8" BP 36# Steel Piling | 61 | lin.ft. | 5.00 | 305.00 |
| Drive Steel Piles | 7 | only | 65.00 | 455.00 |
| Metal Sign Posts | All | Required | | 370.00 |

| | | | |
|---|---|---|---|
| Wood Sign Posts | All Required | | $ 1,650.00 |
| Type "C", "D" and "R" Signs in Place | 435 sq.ft. | $ 4.20 | 1,827.00 |
| Type "E" Signs in Place | 16 sq.ft. | 5.00 | 80.00 |
| Type "J" Signs in Place | 21 sq.ft. | 9.00 | 189.00 |
| Type "K" Signs in Place | 58 sq.ft. | 6.80 | 394.40 |
| Type "A" Signs in Place (Extruded, Laminated or Sheet Aluminum) | 602 sq.ft. | 7.50 | 4,515.00 |
| | | | $199,391.15 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Signing (Temporary) | All Required | | 500.00 |
| | | | $ 3,500.00 |
| | Subtotal | | $202,891.15 |
| | 10% Engr. & Cont. | | 20,288.85 |
| | Total | | $223,180.00 |

Length of Roadway - - - - - - - - - - - 1.955 Miles
Length of 3 Structures - - - - - - - - 0.187 Mile
Total Length - - - - - - - - - - - - 2,142 Miles
Cost of Roadway Per Mile- - - - - - - $114,158.56

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $140,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 83,180.00 |
| | $223,180.00 |

Oregon State Highway Department

Federal Aid
Project No. SBF-29(12)

# POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 10, 1961

Type Code 5231
Roadway (Sta. 124+50 to Sta. 238+00)

| | | | | |
|---|---|---|---|---|
| Removal of Existing Bridge | All | Required | $ | $ 11,000.00 |
| Drainage Excavation, Unclassified | 2,100 | cu.yds. | 3.00 | 6,300.00 |
| Slide Excavation, Unclassified | 16,600 | cu.yds. | 0.85 | 14,110.00 |
| General Excavation, Unclassified | 3,100 | cu.yds. | 0.75 | 2,325.00 |
| Extra For Granular Backfill | 6,200 | cu.yds. | 1.00 | 6,200.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 | lin.ft. | 3.50 | 1,015.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 70 | lin.ft. | 5.50 | 385.00 |
| 6-inch Metal Drain Pipe | 70 | lin.ft. | 2.00 | 140.00 |
| 8-inch Perforated Metal Drain Pipe | 270 | lin.ft. | 2.50 | 675.00 |
| Special Backfill in Drains | 45 | cu.yds. | 6.00 | 270.00 |
| 8-inch Metal Tide Gate | 1 | only | 75.00 | 75.00 |
| 1½-inch Galvanized Water Pipe | 90 | lin.ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 | cu.yds. | 55.00 | 715.00 |
| Concrete Surfacing | 90 | sq.yds. | 3.50 | 315.00 |
| Concrete in Islands | 4 | cu.yds. | 60.00 | 240.00 |
| 1½-inch Electrical Conduit | 390 | lin.ft. | 1.75 | 682.50 |
| Metal Guard Rail | 800 | lin.ft. | 3.00 | 2,400.00 |
| Guard Rail-Salvaged Barricade | 160 | lin.ft. | 1.50 | 240.00 |
| Guide Posts, Type W-1 | 5 | only | 6.75 | 33.75 |
| Guide Posts, Type W-2 | 50 | only | 7.50 | 375.00 |
| Guide Posts, Type Y-2 | 50 | only | 7.75 | 387.50 |
| Guide Posts, Type Y-3 | 4 | only | 8.00 | 32.00 |
| Coarse Crushed Material in Base | 42,200 | tons | 2.10 | 88,620.00 |
| 3/4" - 0 Material in Base | 6,200 | tons | 2.20 | 13,640.00 |
| Sprinkling | 910 | M-Gals. | 3.00 | 2,730.00 |
| Preparation of Base | 1.95 | miles | 400.00 | 780.00 |
| 3/4" - 0 Material in Binder Course | 480 ~~450~~ | cu.yds. | 4.50 | 2,160.00 |
| Furnishing and Placing Aggregates | 3,240 | cu.yds. | 4.50 | 14,580.00 |
| RC-3 Asphalt | 75 | tons | 46.00 | 3,450.00 |
| 200-300 Asphalt | 250 | tons | 44.00 | 11,000.00 |
| RS-1 Asphalt | 70 | tons | 46.00 | 3,220.00 |
| Extra for Oiling Approaches | 6 | only | 30.00 | 180.00 |
| Asphaltic Concrete Traffic Markers, Type L | 1,400 | lin.ft. | 0.75 | 1,050.00 |
| Removal of Existing Sign Installations | All | Required | | 100.00 |
| Furnish 8" BP 36# Steel Piling | 63 | lin.ft. | 5.00 | 315.00 |
| Drive Steel Piles | 5 | only | 65.00 | 325.00 |

| | | | |
|---|---|---|---|
| Metal Sign Posts | All Required | | $ 258.00 |
| Wood Sign Posts | All Required | | 1,650.00 |
| Type "C", "D" and "R" Signs in Place | 435 sq.ft. | $ 4.20 | 1,827.00 |
| Type "E" Signs in Place | 16 sq.ft. | 5.00 | 80.00 |
| Type "J" Signs in Place | 21 sq.ft. | 9.00 | 189.00 |
| Type "K" Signs in Place | 58 sq.ft. | 6.80 | 394.40 |
| Type "A" Signs in Place (Extruded, laminated or sheet aluminum) | 552 sq.ft. | 7.50 | 4,140.00 |
| | | | $198,784.15 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ 3,000.00 |
| Signing (Temporary) | All Required | 500.00 |
| | | $ 3,500.00 |

| | |
|---|---|
| Subtotal | $202,284.15 |
| 10% Engr. & Cont. | 20,227.85 |
| Total | $222,512.00 |

| | |
|---|---|
| Length of Roadway . . . . . . . . . . . | 1.955 Miles |
| Length of 3 Structures. . . . . . . . . | 0.187 Miles |
| Total Length . . . . . . . . . . . . . | 2.142 Miles |
| Cost of Roadway Per Mile. . . . . . . | $113,816.87 |

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . | $140,000.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 82,512.00 |
| | $222,512.00 |

Oregon State Highway Department

Federal Aid
Project No. EBF-29(12)

## POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 20, 1961

Type Code 5231
Roadway (Sta. 124+50 to Sta. 238+00)

| | | | | |
|---|---|---|---|---|
| Removal of Existing Bridge | All | Required | $ | $ 15,000.00 |
| Drainage Excavation, Unclassified | 2,100 | cu.yd. | 3.50 | 7,350.00 |
| Slide Excavation, Unclassified | 16,600 | cu.yd. | 1.15 | 19,090.00 |
| General Excavation, Unclassified | 3,100 | cu.yd. | 1.00 | 3,100.00 |
| Extra for Granular Backfill | 6,200 | cu.yd. | 1.20 | 7,440.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 | lin.ft. | 4.00 | 1,160.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 70 | lin.ft. | 6.00 | 420.00 |
| 6-inch Metal Drain Pipe | 70 | lin.ft. | 2.50 | 175.00 |
| 8-inch Perforated Metal Drain Pipe | 270 | lin.ft. | 2.50 | 675.00 |
| Special Backfill in Drains | 45 | cu.yd. | 6.00 | 270.00 |
| 8-inch Metal Tide Gate | 1 | only | 75.00 | 75.00 |
| 1½-inch Galvanized Water Pipe | 90 | lin.ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 | cu.yd. | 60.00 | 780.00 |
| Concrete Surfacing | 90 | sq.yd. | 4.50 | 405.00 |
| Concrete in Islands | 4 | cu.yd. | 60.00 | 240.00 |
| 1½-inch Electrical Conduit | 390 | lin.ft. | 2.00 | 780.00 |
| Metal Guard Rail | 800 | lin.ft. | 3.00 | 2,400.00 |
| Guard Rail - Salvaged Barricade | 160 | lin.ft. | 1.50 | 240.00 |
| Guide Posts, Type W-1 | 5 | only | 6.75 | 33.75 |
| Guide Posts, Type W-2 | 50 | only | 7.50 | 375.00 |
| Guide Posts, Type Y-2 | 50 | only | 7.75 | 387.50 |
| Guide Posts, Type Y-3 | 4 | only | 8.00 | 32.00 |
| Coarse Crushed Material in Base | 42,200 | ton | 2.50 | 105,500.00 |
| 3/4" - 0 Material in Base | 6,200 | ton | 2.70 | 16,740.00 |
| Sprinkling | 910 | M-gal. | 3.00 | 2,730.00 |
| Preparation of Base | 1.95 | mile | 500.00 | 975.00 |
| 3/4" - 0 Material in Binder Course | 480 | cu.yd. | 4.75 | 2,280.00 |
| Furnishing and Placing Aggregates | 3,240 | cu.yd. | 4.75 | 15,390.00 |
| RC-3 Asphalt | 75 | ton | 48.00 | 3,600.00 |
| 200-300 Asphalt | 250 | ton | 46.00 | 11,500.00 |
| RS-1 Asphalt | 70 | ton | 48.00 | 3,360.00 |
| Extra for Oiling Approaches | 6 | only | 50.00 | 300.00 |
| Asphaltic Concrete Traffic Markers, Type L | 1,400 | lin.ft. | 1.00 | 1,400.00 |
| Removal of Existing Sign Installations | All | Required | | 100.00 |
| Furnish 8" BP 36# Steel Piling | 63 | lin.ft. | 5.00 | 315.00 |
| Drive Steel Piles | 5 | only | 90.00 | 450.00 |
| Metal Sign Posts | All | Required | | 258.00 |
| Wood Sign Posts | All | Required | | 1,700.00 |
| Type "C", "D" and "R" Signs in Place | 435 | sq.ft. | 4.20 | 1,827.00 |
| Type "E" Signs in Place | 16 | sq.ft. | 5.00 | 80.00 |

| | | | |
|---|---|---|---|
| Type "J" Signs in Place | 21 sq.ft. | $9.00 | $ 189.00 |
| Type "K" Signs in Place | 58 sq.ft. | 6.80 | 394.40 |
| Type "A" Signs in Place (Extruded, Laminated or Sheet Aluminum) | 552 sq.ft. | 7.50 | 4,140.00 |
| | | | $233,836.65 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Signing (Temporary) | All Required | | 500.00 |
| | | | $ 3,500.00 |
| | Subtotal | | $237,336.65 |
| | 10% Engr. & Cont. | | 23,736.35 |
| | Total | | $261,073.00 |

| | |
|---|---|
| Length of Roadway - - - - - - | 1.955 Miles |
| Length of 3 Structures- - - - | 0.187 Mile |
| Total Length- - - - - - - - - | 2.142 Miles |
| Cost of Roadway Per Mile- - - | $133,541.17 |

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | $164,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 97,073.00 |
| | $261,073.00 |

Oregon State Highway Department

Federal Aid
Project No. EBF-29(12)

## POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 9, 1961

Type Code 5231
Roadway (Sta. 124+50 to Sta. 238+00)

| | | | | |
|---|---|---|---|---|
| Removal of Existing Bridge | All | Required | | $ 15,000.00 |
| Drainage Excavation, Unclassified | 2,100 | cu.yds. | $ 3.50 | 7,350.00 |
| Slide Excavation, Unclassified | 16,600 | cu.yds. | 1.15 | 19,090.00 |
| General Excavation, Unclassified | 3,100 | cu.yds. | 1.00 | 3,100.00 |
| Extra For Granular Backfill | 6,200 | cu.yds. | 1.20 | 7,440.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 | lin.ft. | 4.00 | 1,160.00 |
| 16-inch Asbestos-Protected Corrugated Metal Pipe | 70 | lin.ft. | 6.00 | 420.00 |
| 6-inch Metal Drain Pipe | 70 | lin.ft. | 2.50 | 175.00 |
| 8-inch Perforated Metal Drain Pipe | 270 | lin.ft. | 2.50 | 675.00 |
| Special Backfill in Drains | 45 | cu.yds. | 6.00 | 270.00 |
| 8-inch Metal Tide Gate | 1 | only | 75.00 | 75.00 |
| 1½-inch Galvanized Water Pipe | 90 | lin.ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 | cu.yds. | 60.00 | 780.00 |
| Concrete Surfacing | 90 | sq.yds. | 4.50 | 405.00 |
| Concrete in Islands | 4 | cu.yds. | 60.00 | 240.00 |
| 1½-inch Electrical Conduit | 390 | lin.ft. | 2.00 | 780.00 |
| Metal Guard Rail | 800 | lin.ft. | 3.00 | 2,400.00 |
| Guard Rail-Salvaged Barricade | 160 | lin.ft. | 1.50 | 240.00 |
| Guide Posts, Type W-1 | 5 | only | 6.75 | 33.75 |
| Guide Posts, Type W-2 | 50 | only | 7.50 | 375.00 |
| Guide Posts, Type Y-2 | 50 | only | 7.75 | 387.50 |
| Guide Posts, Type Y-3 | 4 | only | 8.00 | 32.00 |
| Coarse Crushed Material in Base | 42,200 | tons | 2.65 | 111,830.00 |
| 3/4" - 0 Material in Base | 6,200 | tons | 2.75 | 17,050.00 |
| Sprinkling | 910 | M-gals. | 3.00 | 2,730.00 |
| Preparation of Base | 1.95 | miles | 500.00 | 975.00 |
| 3/4" - 0 Material in Binder Course | 480 | cu.yds. | 4.75 | 2,280.00 |
| Furnishing and Placing Aggregates | 3,240 | cu.yds. | 4.75 | 15,390.00 |
| RC-3 Asphalt | 75 | tons | 48.00 | 3,600.00 |
| 200-300 Asphalt | 250 | tons | 46.00 | 11,500.00 |
| RS-1 Asphalt | 70 | tons | 48.00 | 3,360.00 |
| Extra For Oiling Approaches | 6 | only | 50.00 | 300.00 |
| Asphaltic Concrete Traffic Markers, Type L | 1,400 | lin.ft. | 1.00 | 1,400.00 |
| Removal of Existing Sign Installations | All | Required | | 100.00 |
| Furnish 8" BP 36# Steel Piling | 63 | lin.ft. | 5.00 | 315.00 |
| Drive Steel Piles | 5 | only | 90.00 | 450.00 |

| | | | |
|---|---|---|---|
| Metal Sign Posts | All Required | | $ 258.00 |
| Wood Sign Posts | All Required | | 1,700.00 |
| Type "C", "D" and "R" Signs in Place | 435 sq.ft. | $ 4.20 | 1,827.00 |
| Type "B" Signs in Place | 16 sq.ft. | 5.00 | 80.00 |
| Type "J" Signs in Place | 21 sq.ft. | 9.00 | 189.00 |
| Type "K" Signs in Place | 58 sq.ft. | 6.80 | 394.40 |
| Type "A" Signs in Place (Extruded, laminated or sheet aluminum) | 552 sq.ft. | 7.50 | 4,140.00 |
| | | | $240,476.65 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Signing (Temporary) | All Required | | 500.00 |
| | | | $ 3,500.00 |
| | Subtotal | | $243,976.65 |
| | 10% Engr. & Cont. | | 24,397.35 |
| | Total | | $268,374.00 |

Length of Roadway - - - - - - - - - - - 1.955 Miles
Length of 3 Structures - - - - - - - - 0.187 Mile
Total Length - - - - - - - - - - - - - 2.142 Miles
Cost of Roadway Per Mile - - - - - - $137,275.70

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - | $169,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 99,374.00 |
| | $268,374.00 |

RECEIVED
FEB 5 - 1965
FOR FILING
[illegible]
2721

Salem, Oregon
February 3, 1965

Mr. F. [illegible] [illegible]
Maintenance Engineer

I attach hereto Lothman's January 22 report of porcelain enamel sign failures. I have instructed Oscar White at the Lab to take the following steps:

1. To determine by use of the Spectrophotometer, by means of a series of tests on signs which we know to be satisfactory, what the normal color reading should be.

2. To establish by a further test or tests what the maximum fading should be at the end of the 10-year period. This would be primarily based on readings of material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Lothman regards as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give us the data which will then be turned over to the Legal Division for such action as is necessary.

6. A separate category of failure will include the [illegible] boards which are [illegible]. They can be carried out as a separate unit of work. You should establish and submit for my approval a basis for determining failure of a [illegible] board. This will require wrestling with the problem of whether or not a board which has separated fails to deliver the sign message which it was designed to impart.

Attachment

[illegible]
Assistant State Highway Engineer

[illegible]

cc Forrest Cooper
[illegible]
[illegible] (Enc.)
[illegible] (Enc.)
L. T. Lothman
Oscar White

[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)
[illegible] (Enc.)

FORM E-30 50M 5-62 43908

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert R Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

RECEIVED
OCT 25 1963
FOR FILING

ELF-39(12)

5988

October 23, 1963

Bedingfield, Grant and Bedingfield
Attorneys at Law
519 Hall Building
Coos Bay, Oregon

Attention: James B. Bedingfield

Gentlemen:

This is in reply to your letter of October 18 informing us that you received the certified copy of the contract and bond covering Calkins Crushing Company & Burch Gravel Company, contract No. 5988.

As requested we are attaching a copy of our Standard Specifications for Highway Construction certifying that they are the original Standard Specifications referred to in State Highway Contract No. 5988.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

att.
CWH:jf

BEDINGFIELD, GRANT AND BEDINGFIELD
ATTORNEYS AT LAW
519 HALL BUILDING
COOS BAY, OREGON

J. B. BEDINGFIELD
D. J. GRANT
J. B. BEDINGFIELD, JR.

P. O. BOX 29
TELEPHONE 267-2181

October 18, 1963

Oregon State Highway Department,
State Highway Building,
Salem, Oregon.

Attention: Floyd Query

Dear Mr. Query:

I return to you herewith the copy of Standard Specifications for Highway Construction which you very kindly furnished me at my request several days ago. The certified copy of the contract and bond covering the Calkins Crushing Co. and Burch Gravel Co. contract arrived at the same time, together with a certified copy of an excerpt from the minutes of the Oregon State Highway Commission meeting of October 20, 1961.

I return the Standard Specifications to you and request that you place in it a certificate similar to the one which you attached to the contract and bond, stating that the returned copy of Standard Specifications for Highway Construction is a certified copy of the original Standard Specifications for Highway Construction which was in effect during the life of the contract No. 5988 and are the standard specifications referred to in said contract. Mr. McKinney will understand what I am referring to if you have trouble understanding what I mean by this letter.

I thank you again for your kind co-operation and for the time and trouble to which you are put in fulfilling this request.

Very truly yours,

BEDINGFIELD, GRANT & BEDINGFIELD

James B Bedingfield
James B. Bedingfield, Jr.

JBBjr:rs
Enc.

RECEIVED
OCT [illegible] 1963

FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1963

To: MEMO TO FILES

SUBJECT: Request for Weekly Reports on Contract No. 5988

Hal L. Adrian, Adjuster with the Claims Department of the Oregon Automobile Insurance Company and North Pacific Insurance Company, 695 Cottage, N. E., Salem, came into this office today requesting copies of Weekly Reports submitted by the Resident Engineer on Contract No. 5988 awarded to Calkins Crushing Company and Burch Gravel Company.

Mr. Adrian's insurance company is representing the contractor on a claim filed by an unknown person who drove off the roadway into the ditch while the road was under construction. The insurance company was endeavoring to determine whether the principal contractor or the sub was working between June 1 and July 31, 1962.

After discussing the matter with Mr. Frank McKinney, Attorney, it was decided to provide copies of the Weekly Reports between the dates above mentioned and they were handed to Mr. Adrian.

Floyd Query

Floyd Query, Secretary

FQ:fkn
cc Frank McKinney

6-1-62 to
7-31-62
5988

Copies of weekly reports to Adrian - claims adjuster - representing Contractor on 5988 on

---

HAL L. ADRIAN

CLAIMS DEPARTMENT
OREGON AUTOMOBILE INSURANCE CO.
NORTH PACIFIC INSURANCE CO.
695 COTTAGE N. E. - SALEM, OREGON
585-1543

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OCT 1 8 1963
FOR FILING

[illegible]

3788

October 16, 1963

Bedingfield, Grant and Bedingfield
Attorneys at Law
519 Hall Building
Coos Bay, Oregon

Attention: James B. Bedingfield, Jr.

Gentlemen:

This is to acknowledge receipt of your letters of October 10 concerning the Calkins Crushing Co. & Burch Gravel Co., contract No. 5988, in Coos County.

Pursuant to Mr. Frank McKinney's telephone conversation with you on October 14, we are attaching the following documents:

> Certified copy excerpt from the minutes of the Oregon State Highway Commission of October 20, 1961 pertaining to a contract award to Calkins Crushing Co. & Burch Gravel Co. for stone base, oiling and signing on the Powers Junction-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.
>
> Certified copy of contract and bond covering contract No. 5988 as described above.
>
> Standard Specifications for Highway Construction issue of May 1, 1954.

For your information this contract was completed September 20, 1962 and accepted by the Highway Commission on January 23, 1963.

The Secretary of the Highway Commission has custody and control of all records, contracts, documents, minutes and other papers or instruments of the Commission.

Very truly yours,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Att.

cc: Mr. Frank McKinney

**BEDINGFIELD, GRANT AND BEDINGFIELD**
ATTORNEYS AT LAW
519 HALL BUILDING
COOS BAY, OREGON

J. B. BEDINGFIELD
D. J. GRANT
J. B. BEDINGFIELD, JR.

P. O. BOX 29
TELEPHONE 267-2181

October 10, 1963

State Highway Department
Highway Building
Salem, Oregon

Attention: Contract Records Section

Gentlemen:

#5988

This firm represents the liability insurance carrier for Mr. C. C. Meisel, who has been named as a defendant in a lawsuit filed on behalf of a young lady who was injured in an automobile accident at the site of the Powers Junction - Sugar Loaf Mountain section of road construction work in Coos County on Highway 42.

This case will be tried as the fourth case during the week commencing Tuesday, November 12, 1963. It will be of importance to Mr. Meisel to place in evidence the original contract executed between Calkins Crushing Co. and Burch Gravel Co. as one of the parties contracting with the State Highway Department, together with the Standard Specifications for highway construction which is made a part of the Calkins - Burch contract by reference. These two documents are important because they establish the duty to place and maintain traffic control devices.

I will appreciate your furnishing me with the name of the person who is most accessible to the Circuit Court for Coos County who would be able to testify of his own knowledge and as custodian of these contracts and standard specifications, that copies of the same to be offered in evidence are actually the contract involved and a copy of the standard specifications. Since this contract and the general specifications are not public records, they cannot be certified to and offered under the Public Record Statute. There is no way that I can avoid asking one of the men of your department to appear in this connection. The necessary subpoena and expense money will be furnished to insure that no hardship will result to the man involved.

Very truly yours,

BEDINGFIELD, GRANT & BEDINGFIELD

James B. Bedingfield

James B. Bedingfield, Jr.

Completed: Sept. 20, 1962
Accepted: Jan. 23, 1963

JBBJR:djc

**BEDINGFIELD, GRANT AND BEDINGFIELD**
ATTORNEYS AT LAW
519 HALL BUILDING
COOS BAY, OREGON

J. B. BEDINGFIELD
D. J. GRANT
J. B. BEDINGFIELD, JR.

P. O. BOX 29
TELEPHONE 267-2181

October 10, 1963

State Highway Department
Highway Building
Salem, Oregon

Attention: Contract Records Section

Gentlemen:

Will you please furnish me with the name, title and position of the individual employed by the Department who has possession of and is responsible for the keeping of the original contract between your Department and the Calkins Crushing Co. and Burch Gravel Co. (6-1094, EBF-29 (12) ). This information is necessary to permit me to prepare a certificate to be placed on a copy of the original contract and bond, and on the standard specifications which were made a part of the contract described above.

Very truly yours,

BEDINGFIELD, GRANT & BEDINGFIELD

James B. Bedingfield, Jr.

JBBJR:djc

Cce please reply
FQ

#5988

NOTED
FLOYD QUERY

RECEIVED
OCT 11 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1963
FILING
5988

COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

**CALIFORNIA METAL ENAMELING COMPANY**
6904 EAST SLAUSON AVENUE • LOS ANGELES 22, CALIFORNIA • RAYMOND 3-6351

October 3, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Dear Mr. Cooper:

We have your letter of September 26, requesting written porcelain enamel and laminated panel guarantees for various projects.

We will send, immediately, to the contractors involved the required, written guarantees, so your files may be completed.

Yours very truly,

Le Roy Walker
Highway Products Division

LRW/jh

RECEIVED
OCT 7 [illegible]
OFFICE OF
STATE HIGHWAY [illegible]

RECEIVED
OCT - 7 [illegible]
OREGON
STATE HIGHWAY COMMISSION

[illegible]

FOR FILING

[illegible]

RNB:nk jw

FORM E-30 50M 3-63 49607

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1963

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Written guarantees for porcelain enamel are required for all contracts involving signs which were awarded on July 28, 1961 or later. A search through the files for these written guarantees indicates that these documents have not been submitted for the contracts indicated on the attached suggested draft.

While we have not experienced any trouble with Cameo's replacement program to date, having the written guarantee in our file may be necessary for future enforcement.

Therefore, I suggest that Cameo be required to supply the written guarantees as per the contract specifications.

Bothman
R. N. Bothman
Sign Engineer

RNB:nk

attachment

RECEIVED
JAN 2 4 1963

FOR FILING

EBF-29(12)

5988

January 24, 1963

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #5988 awarded to Calkins Crushing Co., & Burch Gravel Co., for stone base-oiling-signing on the Powers Jct.-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County was completed on September 20, 1962, and accepted by the Highway Commission on January 23, 1963.

Final payment, in the amount of $10,880.22 will be released to the contractor after January 31, 1963. The total contract amount is $280,407.61 including $16,350.20 for work performed under force account.

You were previously advised of claims filed with us against this contract, which have since been satisfied in full.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Calkins Crushing Co., &
Burch Gravel Co.,
Oceanlake
Oregon

cc: C. H. Maison

RECEIVED
JAN 24 1963
FOR FILING

EBF-29(12)

5988

9

January 23, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 20, 1962, on Contract 5988. The contract was with Calkins Crushing Co. and Burch Gravel Co. and was for stone base, oiling, and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractors have completed all work according to specifications, I recommend that you accept the project effective January 23, 1963, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young

LPS:ajw bbc

surety letter written 1/24/63

FORM E 30 50M 7-60 29395

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Salem, Oregon
January 22, 1963

SUBJECT: Acceptance of Contract

To: R. L. Porter
Deputy Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5988 with Calkins Crushing Co. and Burch Gravel Co. for stone base, oiling and signing on the Powers Jct.-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, completed September 20, 1962.

L. H. Young
L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
JAN 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1962
FOR FILING

December 17, 1962

Vern Hoaglin Construction Co., Inc.
P. O. Box 248
Beaverton, Oregon

Gentlemen:

This is in reply to your letter of December 13, with enclosures, stating that you have paid your account in the amount of $4,954.12 with Traffic Safety Supply Co.

Our records indicate this to be in connection with State Highway Contract No. 5988 with Calkins Crushing Co. and Burch Gravel Co. for stone base, oiling and signing on the Powers Jct.-Sugarloaf Mt. Section of Coos Bay-Roseburg Highway in Coos County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Traffic Safety Supply Co.
2324 S. E. Umatilla St.
Portland 2, Oregon

CWH:fp

NOTED ON CARD

VERN HOAGLIN CONSTRUCTION CO., INC.
50 Lombard Street • P. O. Box 248 • Beaverton, Oregon
Bus. MI 4-1843 • Res. CY 2-5413

Dec. 13, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

#5988

Dear Mr. Query:

As you can see by the enclosed photocopies of various letters and also the claim file, we have satisfied the claim filed against us in the amount of $4,954.12. Check issued to Traffic Safety Supply Co., dated Dec. 4, 1962. Our agreement with Mr. Nelson was that upon receipt of this check they would release the claim against us. As of this date this claim has not been released and they have cashed our check which is verified by the copy of the caceled check.

Would you please look into this for us and advise u if and when this claim is cleared. We would appreciate this help, in this matter, very much.

Thank you,

Yours very truly,
VERN HOAGLIN CONST. CO., INC.
Vern Hoaglin
Vern Hoaglin

NOTED ON CARD
dc

RECEIVED
DEC 14 1962
OREGON
STATE HIGHWAY COMMISSION

VERN HOAGLIN
CONSTRUCTION COMPANY, INC.
VERN HOAGLIN
[illegible]
BEAVERTON, OREGON

acct

BEAVERTON, ORE. Dec. 4 1962 **1342.**

# PEOPLES BANK OF OREGON

96-391
1232

PAY TO THE ORDER OF Traffic Safety Supply Co. $ *4954/12

Four Thousand Nine Hundred Fifty-Four and 12/100 - - - - - - DOLLARS

PAID
DEC 10 1962
96-391

Powers Jct. Project
Paid in Full

VERN HOAGLIN CONSTRUCTION COMPANY, INC.

Virginia Huntley

⑆1232⑆0391⑆ 12⑈2436⑈9⑈

---

24-1 PAY ANY BANK P.E.G. 24-1
DEC 10 62 20007
24-1 PORTLAND BRANCH 24-1
FEDERAL RESERVE BANK OF SAN FRANCISCO
PORTLAND OREGON

5 PAY ANY BANK OR TRUST CO. P.E.G. 5
24-11
THE UNITED STATES NATIONAL BANK
5 PORTLAND, OREGON 5

DEC
DEC 1 1964 2400

PAY TO THE ORDER OF (20)
UNITED STATES NATIONAL BANK
24 TRAFFIC SAFETY SUPPLY CO. 24

TRAFFIC SAFETY SUPPLY COMPANY
Manufacturers and Distributors
[illegible]
[illegible]

November 21, 1962

Mr. Howell Appling
Secretary of State
State Capitol
Salem, Oregon

Re: Oregon State Highway Commission [illegible]
Contractor – Calkins Crushing Co.
Subcontractor – Hoaglin Construction Co.

Dear Sir:

Notice hereby is given that the undersigned TRAFFIC SAFETY SUPPLY COMPANY has a claim for sub-contract on Bid Items Nos. 39, 40, 41, 42, and 43 furnished in the sum of $4,951.12 against the bond taken from Calkins Crushing Company, principal, and United Pacific Insurance Company, surety, for the work of Stone Base, Oiling and Signing at the [illegible] of [illegible] Hwy.-Sugarloaf Mtn. Section.

Very truly yours,

TRAFFIC SAFETY SUPPLY COMPANY

R. W. Nelson
General Manager

RWN:av

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission
United Pacific Insurance Company
Calkins Crushing Co.
Hoaglin Construction Co.

File # 3778

RECEIVED
NOV 23 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

FILED
NOV 23 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

[illegible]

Mr. [illegible]
General Manager
Traffic Safety Supply Company
[illegible] St.
Portland [illegible], Oregon

Dear Mr. [illegible]:

Enclosed please find our check No. 1342 issued to you in the amount of $1,334.13 which pays in full for the materials supplied by you for the Powers Jct.-Sugar Loaf Mt. Project, No. [illegible](12).

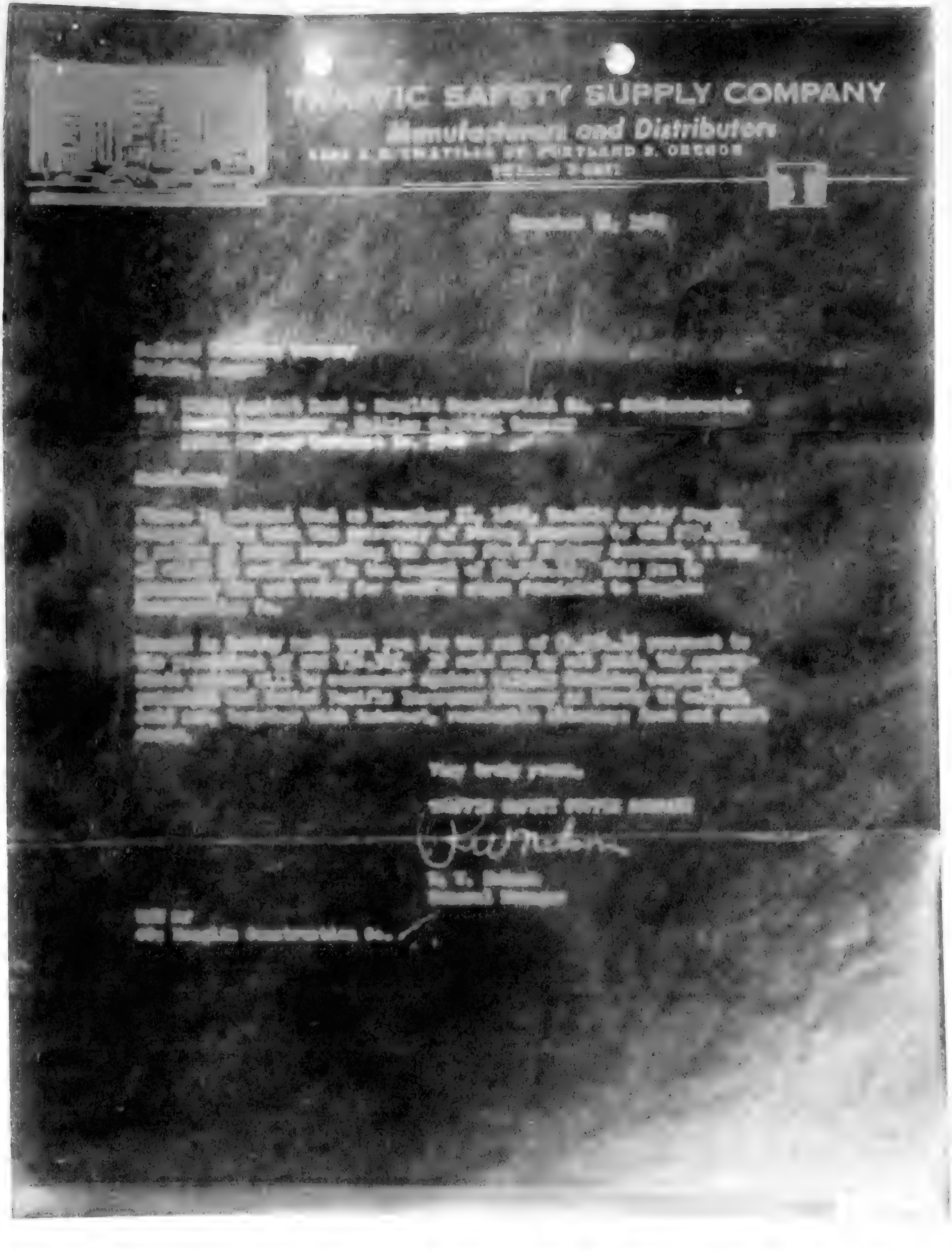
Would you please clear Oregon State File No. 5978.

Thank you.

Yours very truly,
Vern Heaglin Const. Co., Inc.

Virginia [illegible], Secretary

CC: Calkins Crushing Co.



TRAFFIC SAFETY SUPPLY COMPANY
Manufacturers and Distributors
[illegible] PORTLAND [illegible], OREGON

[illegible]

Very truly yours,

TRAFFIC SAFETY SUPPLY COMPANY

[illegible]

RECEIVED
DEC 19 1962
FOR FILING

[illegible]
5988

*Files*

December 7, 1962

Calkins Crushing Company
DeLake, Oregon

Re: Claim Against Bond - Heaglin Construction Co. - Sub-Contractor
Prime Contractor - Calkins Crushing Company
State Highway Contract No. 5988

Gentlemen:

Please be advised that as of December 6, 1962 the full amount of the above claim has been received. Therefore, please cancel our claim, File No. 3978.

Yours very truly,

TRAFFIC SAFETY SUPPLY COMPANY

RWNelson

R. W. Nelsen
General Manager

RWN mr
CC: Heaglin Construction Co.
Mr. Floyd Query, Secretary ✓
Oregon State Highway Commission
United Pacific Insurance Company

NOTED
FLOYD QUERY

NOTED ON CARD
*rc*

*Ce, please handle*
*FQ*

*Have already notified all parties concerned*
*CWH.*
NOTED
C. W. HEAD

RECEIVED
DEC 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1962
FOR FILING
[illegible]
5988

Salem, Oregon
December 11, 1962

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on Sept. 20, 1962, on Contract No. 5988, Powers Junction-Sugarloaf Mountain Section, in Coos County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

The contract work was accepted by the Bureau of Public Roads October 9, 1962.

L. N. Young
Office Engineer

DBP:bb

Construction Division
Office Endorsement

Date:________________________

Conditions noted on above date:

Construction Engineer

RECEIVED
DEC 10 1962

FOR FILING

[illegible]

[illegible]

December 7, 1962

J. H. Baxter & Company
541 Pittock Block
Portland 5, Oregon

Attention: Mr. A. W. Irwin

Re: Your File No. AI-660
PE-195

Gentlemen:

Thank you for your letter of December 6 stating that the account of Vern Hoaglin in the amount of $585.44 has been paid.

Our records indicate this to be in connection with the Calkins Crushing Company and Burch Gravel Company Contract No. 5988 for stone base, oiling and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County.

This information will be noted in our records, and we will advise the surety and the contractor that this claim has been paid.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

NOTED ON CARD
AL

December 7, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

We have received a letter dated December 6, 1962, from J. H. Baxter & Company, Portland, advising that the account of Vern Hoaglin in the amount of $585.44 has been paid.

Our records indicate this to be in reference to the Calkins Crushing Company and Burch Gravel Company Highway Contract No. 5966 for stone base, oiling and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Victor S. Risley Company
223 Board of Trade Building
Portland 4, Oregon

Calkins Crushing Company & Burch Gravel Co.
Oceanlake, Oregon

Commissioners

CWH:fkn

**J.H.BAXTER & CO.**
POLES-PILING-LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

CAPITAL 7-2574
TELETYPE. PD 553
Refer to - FILE NO. AI-660
PE-195

December 6, 1962

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Subject: Calkins Crushing & Burch Gravel Co., Contract #5988.

Gentlemen:

In regards to our letter of October 31, and your response on letter dated November 8, may we advise you that the account of Vern Hoaglin in the amount of $585.44 has been paid.

We assume you will notify the proper authorities.

Thank you for your assistance on this claim.

Very truly yours,

J. H. BAXTER & CO.

A. W. Irwin

AWI:vvk

Cee, please reply
FQ

NOTED
FLOYD QUERY

RECEIVED
DEC - 7 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

9

RECEIVED
NOV 28 1962

FOR FILING

[illegible]

5988

November 27, 1962

Traffic Safety Supply Company
2324 S. E. Umatilla St.
Portland 2, Oregon

Attention: Mr. R. W. Nelson
General Manager

Gentlemen:

The Secretary of State has informed us that your claim in the amount of $4,954.12 against Calkins Crushing Co. and Burch Gravel Co., Contract No. 5988, was filed in his office on November 23, 1962. He has assigned File No. 3978 to this claim.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Noted on
card — F.P.

RECEIVED
NOV 28 1962

FOR FILING
EBF-22(12)

5988

November 27, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $4,954.12 which has been filed with the Secretary of State by Traffic Safety Supply Company, Portland, for subcontract on Bid Items Nos. 39,40,41,42 and 43B.

This appears to be in connection with State Highway Contract No. 5988 with Calkins Crushing Co. and Burch Gravel Co. for stone base, oiling, and signing on the Powers Junction-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Calkins Crushing Co. and
Burch Gravel Co.
Oceanlake
Oregon

Commissioners

CWH:fp

Noted on Card. F.P.

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
**DEPARTMENT OF STATE**
SALEM 10

November 23, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Traffic Safety Supply Company for sub-contract and filed as of this date, a notice of claim on Bid Items Nos. 39, 40, 41, 42 and 43B furnished in the sum of $4,954.12 against the bond taken from Calkins Crushing Company , principal and United Pacific Insurance Company, surety for the work of Stone Base, Oiling and Signing at the job location of Powers Jct.-Sugarloaf Mtn. Section.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

Geo Stephens
By
Public Records Section

GS:FK
Enc.

Cc please handle
-Ka

NOTED
FLOYD QUERY

RECEIVED
NOV 26 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

**TRAFFIC SAFETY SUPPLY COMPANY**
*Manufacturers and Distributors*
2324 S. E. UMATILLA ST. PORTLAND 2, OREGON
BElmont 5-8531

November 21, 1962

Mr. Howell Appling
Secretary of State
State Capitol
Salem, Oregon

Re: Oregon State Highway Contract No. 5988
Contractor - Calkins Crushing Company
Sub-Contractor - Hoaglin Construction Co.

Dear Sir:

Notice hereby is given that the undersigned TRAFFIC SAFETY SUPPLY COMPANY has a claim for sub-contract on Bid Items Nos. 39, 40, 41, 42, and 43B furnished in the sum of $4,954.12 against the bond taken from Calkins Crushing Company, principal, and United Pacific Insurance Company, surety, for the work of Stone Base, Oiling and Signing at the job location of Powers Jct.-Sugarloaf Mtn. Section.

Very truly yours,

TRAFFIC SAFETY SUPPLY COMPANY

R. W. Nelson
General Manager

RWN mr

CC: Mr. Floyd Query, Secretary
Oregon State Highway Commission
United Pacific Insurance Company
Calkins Crushing Co.
Hoaglin Construction Co.

Cec, please note

RECEIVED
NOV 23 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 3978

FILED
NOV 23 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 13 1962
FOR FILING

EIP [illegible]

November 20, 1962

Calkins Crushing Company
and Burch Gravel Company
Oceanlake
Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 20, 1962, discussed with the Engineer your request for an extension of time on Contract No. [illegible]. You requested 32 additional workdays within which to complete the stone base, oiling, and signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted you 26 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc: L. R. Chandler
Bobbie D. Johnson
Frank Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

RECEIVED
NOV 16 1962
FOR FILING

November 15, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
November 20 Meeting

The Burch Gravel Company and the Calkins Crushing Company, contractors on the Powers Junction-Sugarloaf Mountain Section in Coos County, have requested an extension of 52 days in which to complete the work without the assessment of liquidated damages. This is a Federal-aid Bond project and is Contract 5988.

A careful review of the project records indicates that the contractor was charged 13 workdays during the period in which he could work only on slide removal, which was not anticipated in the original contract. Also, he was charged an additional 13 days during the time when his structural work was delayed by strike. It is our opinion that these workdays were erroneously charged, and he should be granted an extension of 26 days. Such an extension would eliminate the assessment of any liquidated damages.

This matter will be on the agenda for the November 20 Commission meeting, and I recommend that it have your approval. The Bureau of Public Roads has concurred in our recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

RECEIVED
DEC 1 1962
FOR FILING

**OREGON STATE HIGHWAY COMMISSION**

# Contractors Request
for
# Increase in Number of Workdays
to
# Complete Construction Contract

#3

**Oregon State Highway Commission**
**Salem, Oregon**

Date July 25, 1962

180

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 132 days, within which to complete our Contract No. 5988, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to the fact that we were held up for slide removal, on force account, and further due to the steel strike of some 52 days, we feel that we are entitled to an extension of time of at least the 52 days.

We feel that you and your department will approve this request for the time extension.

Respectfully submitted,
CALKINS CRUSHING CO. &
BURCH GRAVEL CO.
Contractor

By Floyd Calkins

---

## CONSENT OF SURETY

Date August 13, 1962

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley
Attorney-in-fact
Countersigned: VICTOR S. RISLEY CO. (SEAL)
BY: Victor S. Risley
Oregon Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5988 Contractor Calkings Crushing Co. & Burch Gravel Co.

Highway Coos Bay-Roseburg

Section Powers Jct.-Sugarloaf Mtn.

Kind of Work Surfacing and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend grant of 26 additional days due to delays caused by need for slide removal and strike by Ironworkers Union.

Nov. 20, 1962 approved an increase of 26 days.
Floyd Query

Recommended for Approval:

Division Engineer

M B Klaboe
Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5988

Project designation ~~FA P~~ EBF-29(12)
State-Federal

Date awarded 10/20/61

Work started 3/19/62

Per cent completed 93%
Date

No. of Workdays Allowed 80

No. of Workdays Used 83 (8/1/62)

No. of Added Workdays Requested 52

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1962

Attention: Mr. F. D. Morgan

FROM : A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project EBF-29(12)
Time Extension
Powers Junction-Sugarloaf Mountain Section
Coos Bay-Roseburg Highway

We have received your reply concerning the additional information requested on the above mentioned project.

It is apparent that during the period from April 16 to June 1, 1962 the major portion of the work available was slide removal under Extra Work Order #3. Time charged during the period in question was 16 days, however, the contractor worked 3 days hauling base rock material, an item under the contract. The remaining 13 days was charged by the resident engineer for the work performed under the Extra Work Order.

We therefore concur in your recommendation granting 13 work days during the period of April 16 to June 1, 1962 as the slide removal was the only work available during the time charged.

NOTED
R. L. PORTER

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 9-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Extension of Time
Powers Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway
Project EBF-29(12)

Dear Mr. Parsons:

The Resident Engineer on this project charged workdays on the basis of work available to the contractor at the time. During the period from April 16 to June 1, the slide removal under Extra Work Order #3 was the logical portion of the work available, and the contractor was charged days when he could do this work at 60% or more efficiency.

During the time in question, a total of 16 workdays were charged. The contractor hauled base rock only 3 of the charged days, so the remaining 13 days are those we feel should be considered for an extension of time, as noted in our letter to you dated October 9, 1962.

Our Weekly Construction Reports and Weekly Statements of Workday Charges, which we have on file, will confirm the above statements. The extension of time, as requested, is again recommended.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:bjh

cc: R. L. Porter
General Files

RECEIVED
OCT 26 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 19, 1962

Attention: Mr. R. L. Porter

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project EBF-29(12)
Time Extension
Power Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway

We have reviewed your letter of October 9, 1962 concerning the request for a time extension on the above mentioned project.

We concur in the recommendation for granting 13 workdays during the period of August 31, to September 20, 1962. As it was impossible to remove the old bridge over the Coquille River during the period of May 28 to July 22, 1962 and the subsequent decision to complete the oiling before allowing traffic to travel on the new section, we feel the contractor has a legitimate claim for requesting an extension of time in the amount of the 13 work days.

Before concurrence can be granted for the requested 13 work days during the period of April 16 to June 1, 1962, additional information will be necessary. Your letter shows that placing of base rock was stopped from April 16 to June 1, 1962 due to slide removal work. The records show that this slide removal work was proposed on March 16 under Order for Extra Work No. 3, which included the removing, hauling, and disposing of slide material and replacing these areas with rock inlay materials. The major portion of the work was between Station 1+00 on the Powers Secondary Hwy and Station 187+26 on the Coos Bay-Roseburg Hwy.

Your letter states that during this period, 13 work days were charged when only slide removal work was being performed. We believe the usual policy of the State is to charge no time for work of this nature, when no other work under the contract items can be accomplished.

In order to be able to concur in this time extension, we request that you furnish additional information concerning this portion of the claim and in particular as to why 13 work days had been charged during the period of April 16 to June 1, 1962.

original To Morgan
assign 180
10-22-62

NOTED
R. L. PORTER

October 9, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Time Extension
Powers Jct.-Sugarloaf Mtn. Sec.
Coos Bay-Roseburg Highway
Project ERF-29(12)

We have received from Burch Gravel Company and Calkins Crushing Company, contractors on the subject project, a request for an additional 52 days in which to complete the project. The reasons on which they base their request are slide removal and the Ironworkers strike.

Our records show that the placing of base rock was stopped from April 16 to June 1, 1962, due to the slide removal work. During this period, 13 workdays were charged when only slide removal work was being done. We believe that the contractors should be granted these 13 days.

Due to the Ironworkers strike, which was in effect from May 28 to July 22, 1962, it was impossible for the contractor to remove the old bridge over the Coquille River at the same time the rest of the work was being done. Then, due to the short time between the end of the strike and completion of the oiling, it was decided that traffic should be left on the old structure until the oiling was complete. The oiling, except for the final seal, was completed on August 3, and the removal of the structure was started on August 6.

All work except the completion of the bridge removal was completed on August 31. The bridge removal was completed on September 20, and 13 workdays were charged between August 31 and September 20.

We believe that due to the delay caused by the strike, the contractors should be allowed this 13 days additional time.

The project was completed on September 20 with a total of 106 days charged. The contract allowed 80 days, so 26 days overtime were assessed. By granting 26 days as recommended above, the assessment of liquidated damages will be eliminated.

Your concurrence in this grant of additional time is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. F. D. Morgan

CHB:db ms

FORM 2-30 20M 1-62 43308

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 3, 1962

To: Mr. R. L. Porter
Ass't State Highway Engineer
OFFICE

SUBJECT: Request for Extension of Time
Powers Jct.-Sugarloaf Mtn. Sec.
Coos Bay-Roseburg Highway
Contract: 5988

Attached, is a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract, submitted by Calkins Crushing Company and Burch Gravel Company, contractors on this project. The contractors request an additional 52 days due to delays caused by slide removal and the iron workers strike.

Our records show that the hauling of base rock on this project was stopped in the period from April 61 to June 1, 1962, due to the slide removal work. During this period, 13 workdays were charged when no work was being done except the Force Account slide removal work. We believe that the contractor should be granted an additional 13 days for this reason.

All work on the project was completed on the project on August 31, except the removal of the old bridge. The plan of operation at the time the job was bid was to route traffic over the new grade when the crushed rock courses were completed, and the oiling and bridge removal could be done simultaneously. Due to the iron workers strike which was in effect from May 28 to July 22, this plan of operation could not be followed.

The binder course and 3 of the 4 spreads of rock of the 0-11 oil mat were completed during the week the strike ended, so it was decided to keep traffic on the old bridge until the oiling was completed. The oil mat, except for the final seal, was completed on Friday, August 3, and the removal of the structure started on Monday, August 6. All other work (guardrail, signs, etc.) on the project was completed on August 31, at which time 91 days were used. The removal of the bridge, which was the completion of the project, was finished on September 20, at which time 106 days were charged. Thus, 13 days were required for the bridge removal after the completion of the rest of the project. We recommend that these 13 days be granted as an extension of time.

We, therefore, recommend that the contractor be granted an extension of 26 days without the assessment of liquidated damages. The contractor overran 26 days, so this would eliminate the assessment of liquidated damages on the project. This matter has been discussed with and verbally approved by the Area Engineer for the Bureau of Public Roads.

Rough drafts to the Commission and the Bureau of Public Roads are attached.

F. D. Morgan
Construction Engineer

by

FB Klaboe
F. B. Klaboe
Ass't Construction Engineer

CHB:db

Attachments

RECEIVED
OCT 4 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1962

FOR FILING
5-F-29(12)

5988

November 8, 1962

J. H. Baxter & Co.
541 Pittock Block
Portland 5, Oregon

Gentlemen:

This will acknowledge receipt of your claim letter of October 31 with invoices stating that Vern Hoaglin owes you for material in the amount of $585.44.

Your claim letter states this is in reference to the Calkins Crushing Co. & Burch Gravel Co. Contract #5988, stone base, oiling and signing Powers Jct.-Sugarloaf Mt. Section, of the Coos Bay-Roseburg Highway in Coos County.

So that there would be no misinterpretation of the law, we are forwarding your claim letter with invoices to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the Surety and the contractors of your filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al

Noted on card A.L

November 8, 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Washington

Attention: Mr. W. T. Atkins

Dear Sir:

A claim letter dated October 31, 1962 with invoices has been received from J. H. Baxter & Co., Portland, Oregon, advising that Vern Hoaglin Construction Co. owes them for materials in the amount of $585.44.

From the description in the letter and invoices, this appears to be in reference to the Calkins Crushing Co. & Burch Gravel Co. Contract #5988 for stone base, oiling and signing on the Powers Jct.-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.

This claim has been forwarded to the Secretary of State for filing. Attached are copies for your file.

This information is provided as your company appears as Surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
encl.
cc: Victor S. Risley Co.
223 Board of Trade Bldg.
Portland 4, Oregon

Calkins Crushing Co.
& Burch Gravel Co.
Oceanlake, Oregon

Mr. Glenn L. Jackson
Mr. D. B. Simpson

Noted on card A.L.

H J B Co.

J. H. BAXTER & CO.
POLES-PILING-LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

CAPITAL 7-2574
TELETYPE: PD 553
FILE NO.

Refer to CC-819
PE-195

October 31, 1962

Secretary, Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

We attach copies of invoices against Hoaglin Construction Company, plus our last letter requesting payment. We understand materials were used on Highway Contract Number 5988. I assume you will accept this letter as claim against this account and notify the bonding company. Please advise status of the project.

Very truly yours,
J.H. BAXTER & CO.

C.F. Craig

C.F. Craig

Oc: please reply

CFC:blm
attached
  Letter 10/31/62
  Invoices
    A 03102
    A 03153
    A 00076

RECEIVED
NOV - 1 1962
OREGON
STATE HIGHWAY COMMISSION

Refer to CC-818
PE-195

October 31, 1962

Hoaglin Construction Company
446 Bertha Beaverton Highway
Beaverton, Oregon

Reference: Oregon State Highway Contract 5988, Your Order Number 582, Our Order Number PE-195.

Gentlemen:

We find that our invoices A 03102 for $94.08 and A 03153 for $522.08, which date back to May and July, have not been paid. We subsequently gave you a credit memo A 00076 for $30.72, leaving a balance due of $585.44.

This account is long past due, as terms of sale were net 30 days, and our understanding at time of sale was that payment would be made promptly.

May we have your check for this total amount by return mail?

Very truly yours,
J.H. BAXTER & CO.

C.F. Craig

CFC:blm
cc: Oregon State Highway Dept.

INVOICE

# J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES - PILING

INVOICE NO.
A03153

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

3550 WILSHIRE BOULEVARD
LOS ANGELES 5, CALIFORNIA
DUnkirk 8-9591

120 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA
YUkon 2-0200

541 PITTOCK BLOCK
PORTLAND 5, OREGON
CApitol 7-2574

P. O. BOX 568
RENTON, WASHINGTON
ALpine 5-2421

BILLING OFFICE: ☐ ☐ ☒ ☐

July 10, 1962

SOLD TO
Vern Hoaglin
446 Bertha Beaverton Highway
Beaverton, Oregon

SHIP TO
Vern Hoaglin
Powers Junction-Sugar Loaf Mt.
Sec. between Bridge & Myrtle Point

| | |
|---|---|
| DATE SHIPPED | 7-5-62 |
| CUSTOMER | 582 Oregon State Highway Contract 5988 |
| ORDER NO | PS-195 |
| SHIPPED FROM | Eugene, Ore. |
| F.O.B. | Treating Plant - Eugene |
| TERMS | Net - 30 |
| | PMI |
| | collect |

"BAXCO" Pressure TreatedDouglas Fir Lumber - 8# Penta

| | | | | |
|---|---|---|---|---|
| 6 x 6 | 6/18' 6/20' 11/22' | 1 410' | | |
| 6 x 8 | 1/22' 1/24' | 184 | | |
| 8 x 8 | 1/22' 4/24' | 629 | | |
| 8 x 10 | 6/26' | 1 040 | | |
| | | 3 263' | $160.00 per M | $522.08 |

ORDER SHIPPED COMPLETE

1408-E

FORM 110-7

INVOICE

# J. H. BAXTER & CO.

PRESSURE TREATED FOREST PRODUCTS
POLES · PILING

INVOICE NO.
A03102

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

| | | | |
|---|---|---|---|
| 3550 WILSHIRE BOULEVARD<br>LOS ANGELES 5, CALIFORNIA<br>DUnkirk 8-9591 | 120 MONTGOMERY STREET<br>SAN FRANCISCO 4, CALIFORNIA<br>YUkon 2 0200 | 541 PITTOCK BLOCK<br>PORTLAND 5, OREGON<br>CApitol 7 2574 | P. O. BOX 568<br>RENTON, WASHINGTON<br>Alpine 5 2421 |
| BILLING OFFICE: ☐ | ☐ May 31, 1962 | ☒ | ☐ |

SOLD TO:
Hoaglin Construction Co.
446 Bertha Beaverton Highway
Beaverton, Oregon

SHIP TO:
Hoaglin Construction Company
aboard truck at
Eugene, Oregon

| | | | | |
|---|---|---|---|---|
| 5-29-62 | 582 Ore.St.Highway Contract 5988 | | | PE-195 |
| gene, | Plant - Eugene, Oregon | Net -30 | Buyer | Collect |

"BAXCO" Pressure Treated Douglas Fir Lumber---8# Penta.

| | | | | |
|---|---|---|---|---|
| 4 x 4 | 3/14, 3/16, | 120' | | |
| 4 x 6 | 2/14, 5/16, | 216' | | |
| 6 x 6 | 2/20, 2/22, | 252' | | |
| | | 588' | @$160.00/M | $94.08 |

PARTIAL SHIPMENT

1144-E

CREDIT MEMO

# J. H. BAXTER & Co.

PRESSURE TREATED FOREST PRODUCTS
POLES – PILING

CREDIT MEMO NO.
A 00076

SEND REMITTANCE TO: J. H. BAXTER & CO., 120 MONTGOMERY STREET, SAN FRANCISCO 4, CALIFORNIA

| | | | |
|---|---|---|---|
| 3550 WILSHIRE BOULEVARD<br>LOS ANGELES 5, CALIFORNIA<br>DUnkirk 8-9591 | 120 MONTGOMERY STREET<br>SAN FRANCISCO 4, CALIFORNIA<br>YUkon 2-0200 | 541 PITTOCK BLOCK<br>PORTLAND 5, OREGON<br>CApitol 7-2574 | P. O. BOX 568<br>RENTON, WASHINGTON<br>Alpine 5-2421 |
| BILLING OFFICE: ☐ | ☐ | ☒ | ☐ |

July 20, 1962

A

SOLD TO:
Vern Hoaglin
443 Bertha Beaverton Highway
Beaverton, Oregon

SHIP TO:
Same
Powers Junction-Sugar Loaf Mt.
Sec. between Bridge & Myrtle Point

SHIPPED: 7/5/62
CUSTOMER ORDER NO.: 882 Oregon State Highway Contract 5888
ORDER NO.: PE-193
SHIPPED FROM: Eugene, Ore.
F.O.B.: Plant-Eugene, Oregon
net-30
P.S.T.
PREPAID OR COLLECT: Collect

CREDIT given for the following material returned to our Eugene Plant. Please see Receiving No. 380.

| | | | |
|---|---|---|---|
| 6 x 6 - 1/20, 2/22 | 192' | @ $160.00/M | $30.72 |

1403-B

FORM 110C-7

RECEIVED
NOV 12 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Files

November 8, 1962

The Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Dear Sir:

Attached is a claim letter dated October 31, 1962 with invoices received from the J. H. Baxter & Co. in the amount of $585.44 for materials furnished on Highway Contract #5988.

This appears to be in connection with Calkins Crushing Co. & Burch Gravel Co. Contract #5988 for stone base, oiling, and signing on the Powers Jct.-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway, Coos County.

The United Pacific Insurance Co. through Victor S. Risley Co., 223 Board of Trade Bldg., Portland 4, Oregon, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
encl.

File #3977

FILED
NOV 9 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

NOTED
C. W. HEAD

RECEIVED
NOV 9 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
NOV 13 1962
OREGON
STATE HIGHWAY COMMISSION

November 8, 1962

The Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Dear Sir:

Attached is a claim letter dated October 31, 1962 with invoices received from the J. H. Baxter & Co. in the amount of $585.44 for materials furnished on Highway Contract #5988.

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Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
encl.

Noted on card. A.L

RECEIVED
NOV 7 1962
FORM E-129X 50M 8-52

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF-[illegible]

5988 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 5, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Extension of Time
Powers Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway
Project EBF-29(12)

Dear Mr. Parsons:

The Resident Engineer on this project charged workdays on the basis of work available to the contractor at the time. During the period from April 16 to June 1, the slide removal under Extra Work Order #3 was the logical portion of the work available, and the contractor was charged days when he could do this work at 60% or more efficiency.

During the time in question, a total of 16 workdays were charged. The contractor hauled base rock only 3 of the charged days, so the remaining 13 days are those we feel should be considered for an extension of time, as noted in our letter to you dated October 9, 1962.

Our Weekly Construction Reports and Weekly Statments of Workday Charges, which we have on file, will confirm the above statements. The extension of time, as requested, is again recommended.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
General Files ✓

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

# Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 1962

Section Powers Jct. - Sugarloaf Mtn.

Kind of work Stone Base, Oil & Signs

Highway Coos Bay-Roseburg County Coos

Section prefix 6-1094

Contractor Calkins Crushing & Burch Gravel Co.

Contract number 5988

Date of contract October 20, 1961

Specified work days 80

Date work started March 19, 1962

Work days used 106

Project authorization $298,969.27

Exclusive of engineering $278,536.51

Per cent of time elapsed 133 %

Estimated cost of completed project, exclusive of engineering $277,158.42

Estimated per cent ~~overrun~~ or underrun 0.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $20,432.76

Engineering cost to date $21,685.71, 106 %

Date project was completed September 20, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| | | | | | | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Will bring semifinal to Roseburg, 10,30, 1962

CONSTRUCTION DIVISION
RECEIVED
OCT 29 1962

CB

M. B. O. C.

C. E. PAULSEN

Signed Bobby D. Johnson

Address P.O. Box 374 Coquille

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | .13 | 1.5 | | 1.95 | |
| Miles partially completed | | | | | |
| Miles completed | .13 | 1.5 | | 1.96 | |
| Total estimated quantities (contract) | 25,900 cy | 48,400 ton | | 3,720 cy | |
| Total quantities corrected to date | 30,220 | 52,145 | | 4,560 | |
| Estimated quantities moved or placed to date | " | " | | " | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ........., Power graders ........., Rollers ........., Mixers ........., Crushing or screening plants .........

Compressors ..........., Bulldozers ..........., Compaction rollers ..........., . . . . ..........., . . . . ..........., . . . . ...........

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | | | |
| Tuesday | | | |
| Wednesday | | | |
| Thursday | | | |
| Friday | | | |
| Saturday | | | |

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5988

October 25, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering 3/4" Water line on the Powers Jct.-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5988, in connection with Federal-Aid Project No. ERF-29(12).

This work is necessary to replace water line which was originally set up in the contract as 1½" water pipe. This is an obligation of the State under R/W 30713. This work was completed June 9, 1962.

This work has been verbally recommended for approval by the BPR Area Engineer retroactive to the June 9, 1962, date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Ihrig
Office Engineer

Enc.

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5984

Salem, Oregon
August 16, 1962

Increase in Project Authorization
Powers Junction-Sugarloaf Mtn. Sec.
Coos Bay-Roseburg Highway
Coos County
Contract No. 5988

Bobby D. Johnson
Resident Highway Engineer

This is to advise you that at its meeting of August 9, 1962, the State Highway Commission approved an increase of $25,696.09 in project authorization for the subject project.

The new authorization for construction is $298,969.27. This amount should be used on all future reports.

L. K. Young
Office Engineer

DEP:lt

cc: L. R. Chandler

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
K[illegible] N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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5988

August 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Final Record Sampling
Powers Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway
Project EBF-29(12)

Dear Sir:

Attached are two copies of the results of base and leveling course thickness samples on this project as reported by our Division Geologist.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

NOTED
R. L. PORTER

Enclosures

CHk:fp

cc R. L. Porter ✓

RECEIVED
AUG 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

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1962

NOTED
R. L. PORTER

August 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 1-1/4"-3/4" Oil Aggregate
McMullen Quarry
Coos Bay-Roseburg Highway
Projects F-29(9), EBF-29(11) and
EBF-29(12)

Dear Sir:

We have had additional tests run on the gradation of the 1-1/4"-3/4" oiling aggregates which have been produced at the McMullen Point Quarry. The field screening has consistently shown good gradation, but the central laboratory results have shown consistently that excess material passes the 3/4 screen.

We obtained three samples from each of the three projects and these were hand screened in the central laboratory. The samples were then rerun through the mechanical screens. In addition to this, the samples from project EBF-29(12) were rescreened by hand after the mechanical screening. The results of these tests were:

| Project | Lab Report # | Per cent retained on 3/4" screen<br>hand screen | mech. screen | hand screen |
|---|---|---|---|---|
| F-29(9) | 601818 | 92.9% | 79.8% | - - - |
| | 601819 | 95.4% | 84.3% | - - - |
| | 601820 | 94.9% | 80.3% | - - - |
| EBF-29(11) | 602223 | 92.9% | 79.8% | - - - |
| | 602224 | 94.9% | 80.3% | - - - |
| | 602225 | 95.4% | 84.3% | - - - |
| EBF-29(12) | 602226 | 92.9% | 79.8% | 80.4% |
| | 602227 | 94.9% | 80.3% | 80.5% |
| | 602228 | 95.4% | 84.3% | 83.4% |

These tests show rather conclusively that a small portion of the rock is degrading in the mechanical screening process. This rock apparently fractures or cracks in the crushing process without completely breaking, and the mechanical screening completes the break. In addition to the above results, the tests show that the greatest increase in the material passing the 3/4-inch screen was that retained on the 1/2-inch screen. The average of material retained on the 1/2-inch screen increased from 4.0 per cent by hand screening to 10.8 per cent by machine screening. The material passing the #200 screen by machine screening averaged 0.7 per cent and never ran over 0.8 per cent.

These results would indicate that a small portion of the rock is being broken or having corners knocked off during the mechanical screening. The P200 fraction indicates that the material is clean, and that air slacking in the stockpile is not a problem.

In view of the obvious degradation in the severe shaking of the mechanical screening, and the lack of P200 fraction, we believe that the material is suitable for the use intended and recommend that the material be accepted on the basis of hand screening done either in the field or in the central laboratory.

Your approval of this basis of screening is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. R. Chandler
G. W. Harra

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August 3, 1962

Oregon State Highway Commission

Gentlemen:

It is now apparent that there will be an overrun of the project authorization for Contract 5988, the Powers Junction-Sugarloaf Mountain surfacing and oiling project in Coos County. The original project authorization was $273,273.18. It is estimated that the final cost will be $298,929.27, which will be an overrun of $25,656.09 or 9.39 per cent.

The terrain through which this project is constructed contains unstable areas that are somewhat difficult to control. The major cause for the overrun is the necessity for providing corrective measures in slide areas. This included additional excavation, resloping, drain pipes, and special backfill for drainage.

This matter will be on the agenda for the August 9 Highway Commission meeting, and it is recommended that you approve the additional authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan

RLP:ajw hlb

FORM E-30 50M 6-61 36681

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1962

SUBJECT: Overrun of Project Authorization
Powers Jct.-Sugarloaf Mountain
Coos Bay-Roseburg Highway
Contract No. 5988

To: Mr. R. L. Porter
Ass't State Highway Engineer
OFFICE

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5988, the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County. This project is under contract to Calkins Crushing Company and Burch Gravel Company, of Ocean Lake.

The original project authorization was $273,273.18. The present estimate of cost is $298,929.27, indicating an overrun of $25,656.09, or 9.39%.

The major reason for the overrun is slide repair. More excavation was necessary than had been anticipated due to large amounts of slide material encountered. Also, considerable amounts of perforated pipe and backfil material was required. The lane width between Stations 140 and 157, in the Powers Junction Interchange, was changed from 11' to 12' to conform to the rest of the project, ~~requesting~~ requiring additional surfacing.

It is recommended that the project authorization be increased by the amount shown above. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

by

FB Klaboe
F. B. Klaboe
Ass't Construction Engineer

CHB:db
Attachs.

NOTED
R. L. PORTER

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF-29(12)

5988

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

1-1/4"-1/3" Oil Aggregate
McMullen Quarry
Coos Bay-Roseburg Highway 5947
Projects F-29(9), EBF-29(11) and
EBF-29(12) 5988

Dear Sir:

We have had additional tests run on the gradation of the 1-1/4"-3/4" oiling aggregates which have been produced at the McMullen Point Quarry. The field screening has consistently shown good gradation, but the central laborary results have shown consistently that excess material passes the 3/4 screen.

We obtained three samples from each of the three projects and these were hand screened in the central laboratory. The samples were then rerun through the mechanical screens. In addition to this, the samples from project EBF-29(12) were rescreened by hand after the mechanical screening. The results of these tests were:

| Project | Lab Report # | Per cent retained on 3/4" screen hand screen | mech. screen | hand screen |
|---|---|---|---|---|
| F-29(9) | 601818 | 92.9% | 79.8% | - - - |
| | 601819 | 95.4% | 84.3% | - - - |
| | 601820 | 94.9% | 80.3% | - - - |
| EBF-29(11) | 602223 | 92.9% | 79.8% | - - - |
| | 602224 | 94.9% | 80.3% | - - - |
| | 602225 | 95.4% | 84.3% | - - - |
| EBF-29(12) | 602226 | 92.9% | 79.8% | 80.4% |
| | 602227 | 94.9% | 80.3% | 80.5% |
| | 602228 | 95.4% | 84.3% | 83.4% |

These tests show rather conclusively that the rock is degrading in the mechanical screening process. This rock apparently fractures or cracks in the crushing process without completely breaking, and the mechanical screening completes the break. In addition to the above results, the tests show that the greatest increase in the material passing the 3/4-inch screen

NOTED
1 COPY

was that retained on the 1/2-inch screen. The average of material retained on the 1/2-inch screen increased from 4.0 per cent by hand screening to 10.8 per cent by machine screening. The material passing the #200 screen by machine screening averaged 0.7 per cent and never ran over 0.8 per cent.

These results would indicate that the rock is being broken or having corners knocked off during the mechanical screening. The P200 fraction indicates that the material is clean, and that air slacking in the stockpile is not a problem.

In view of the obvious degradation in the severe shaking of the mechanical screening, and the lack of P200 fraction, we believe that the material is suitable for the use intended and recommend that the material be accepted on the basis of hand screening done either in the field or in the central laboratory.

Your approval of this basis of screening is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:fp

cc R. L. Porter ✓
L. R. Chandler
G. W. Harra

RECEIVED
AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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UG 20 1962

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REGON STATE HIGHWAY DEPARTMEN

# Report on Expected Over-run of Project Authorization

Project Name Powers Jct. - Sugarloaf Mtn. Date July 23, 1962
Highway Coos Bay - Roseburg Contract No. 5988
County Coos Kind of Work Base, Oil & Signs Contractor Calkins & Burch

85 22(12)

5977

Contract Amount $ 239,409.49

Expected over-runs and under-runs in contract items:

Major items, itemized:

| | | Quantity | | Unit Price | Amount |
|---|---|---|---|---|---|
| 2 Drainage Excavation, Uncl. | - | 803.33 | cy | $3.00 | $2,409.99 |
| 3 Slide Excavation, Uncl. | - | 930.7 | cy | 1.00 | 930.70 |
| 4 General Excavation, Uncl. | + | 2,620.4 | cy | 1.25 | 3,275.50 |
| 5 Extra for Granular Backfill | + | 2,632 | cy | 1.25 | 3,290.00 |
| 10 Special Backfill in Drains | + | 144.78 | cy | 10.00 | 1,447.80 |
| 23 Coarse Crushed Material in Base | + | 3,440 | ton | 2.75 | 9,460.00 |
| 24 ¾"-0 Material in Base | + | 100 | ton | 2.88 | 288.00 |

Minor items, unitemized algebraic total 6,8,12,13,16,18,25,36,39,40, 41,42,43 - 53.59

Subtotal $ 253,776.51

Approved work orders (Price, extra work and state force orders) EWO 1,2,3 PA 3 $ 14,439.80

Expected over-runs and under-runs in work orders:

Major items, itemized:

| | | Amount |
|---|---|---|
| EWO 3 Slide Repair | + | 5,340.00 |
| PA 3 8" Perforated Pipe, Uncoated | + | 324.00 |

Minor items, unitemized algebraic total 0.00

Subtotal $ 273,880.31

Authorization for engineering $ 19,432.76

Expected over-run or under-run of engineering authorization + $ 1,000.00

Costs not included above (explain) PA #4 ¾" Water Pipe (not yet approved) $ 941.20

Allowance for future contingencies (29.7 % of work remaining) 64.5% $ 3,675.00

Credits to come from transfers and deductions $ 0.00

Present estimate of project cost $ 298,929.27

Brief Statement of principal causes of over-run: Excess waste material (Gen. Exc.) remained on roadway from former grading contract. Granular Backfill was placed as an inlay in areas excavated on EWO #3 . EWO #3 required more work to be performed than originally anticipated . An increase of 0.5' & 1.5' per each side of roadbed section will account for the increase of crushed material in base .

### INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

| | |
|---|---|
| Project authorization | $ 273,273.18 |
| Present estimate of project cost | $ 298,929.27 |
| Expected over-run (Amount) | $ 25,656.09 |
| Expected over-run (per cent) | 9.39 |

Space to right of this line is for use of Salem office.

Submitted by: Bobby D. Johnson
Resident Engineer

Confirmed by:
Division Engineer

Noted by: F. B. Klaboe
Asst. Construction ~~or~~ Bridge Engineer

Noted by:
~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

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FORM E-30M—50M—11-61—40231

5778

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT Powers Junction-Sugarloaf Mtn. Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. J. F. Putnam

Reference is made to the Powrie access road problem. As you know, most of the existing road that is involved in the slide is outside our right of way limits. Furthermore, the options for the right of way from Powrie through this area merely state that we will connect said road up to the relocated Pow~~rie~~ers Secondary Highway at Station A-152. Inasmuch as we have effectively destroyed what was an existing road into Mr. Powrie's warehouse and shed area, we are, of course, obligated to take such action as is necessary to either eliminate the road through the purchase of right of way or through the payment of damages, or to re-establish it.

We have an estimate from your people in the amount of $10,000.00, which represents the cost of re-establishing the road. However, we all feel that we would better off if we could eliminate said road either through the purchase of the right of way or through the payment of damages if said payment would amount to a value less than the $10,000.00 quoted.

We need to know, therefore, whether or not we should purchase right of way or whether we should handle the matter as a damage claim. If your decision would be to purchase right of way, please forward us with enough information to prepare the necessary descriptions.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: L. I. Lindas
ATTN: W. T. Wright
R. L. Porter

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
June 14, 1962

5988

SUBJECT
Powers Junction-Sugarloaf Mountain Sec.
Coos Bay-Roseburg Highway
Contract 5988 - Powrie Access Road
File No. 31264

To:

Mr. Walter T. Wright
Right of Way Engineer
Building

Attention: Mr. David Moehring

The subject right of way file called for the construction of an access road to serve the Powrie property. During the past winter, a slide occurred along the constructed access road and it will cost $10,000 to replace this road to a usable condition. Last week we requested Mr. Jim Smith of your Appraisal Section to determine the severance damages if this access were to be purchased by the Department. He has this information available in his files.

I amrequesting the Right of Way Department to contact the property owners as soon as possible concerning this matter of access. If you are able to negotiate an agreement to purchase the Powrie Access for the above quoted figure for reconstruction, or less, it would be advisable to extinguish his access right.

Please advise this office of the results of your negotiation with Powrie as soon as possible.

F.D. Morgan
Construction Engineer

By F.B. Klaboe
F.B. Klaboe
Assistant Construction Engineer

[illegible]
JUN 15 1962
[illegible]
R. D.
R

GKA:jp

cc: L.R. Chandler
R.L. Porter ✓

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MAY 31 1962
FORM E-30X—60M—11-61—40231
~~FOR FILING~~
5988

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1962

SUBJECT: Splices in Type "K" Signs
Powers Jct.-Surgarloaf Mtn. Section
Coos Bay-Roseburg Highway
Contract No. 5988

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached are three copies of a letter from Mr. Crandall of our Traffic Engineering Division, which recommends that a splice be allowed in the type "K" sign on this project. This recommendation is concurred in by this office and the Bureau of Public Roads.

Please distribute one copy of Mr. Crandall's letter to the Resident Engineer and one to the contractor.

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
attachments

cc: R. L. Porter ✓
C. G. Polk
F. B. Crandall

MAY 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

## OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 25, 1962

SUBJECT: Type "K" Signs
Powers Junction-Sugarloaf Mountain Section
Contract No. 5988

Dodson-Bonneville Section
Contract No. 5950

West Salem Section
Contract No. 6046

To:

F. D. Morgan
Construction Engineer
BUILDING

Due to the limitation of sizes available in green acrylic plywood, the following recommendations are given with regard to splicing Type "K" signs:

> Powers Junction-Sugarloaf Mountain (sign 10'-6" x 5'-6")
> Contrary to paragraph one, page 55 of the Special Provisions, Sign No. 1 shown on Drawing S170-R may have one horizontal splice. A suitable splice plate shall be scabbed to the back of the sign assuring that the joint is flush and that no light shall show through the splice.
>
> Dodson-Bonneville (sign 13'-0" x 5'-0")
> Contrary to paragraph one under "Plywood Signs", page 83 of the Special Provisions, Sign No. 18 shown on Drawing S166 may have a vertical splice at the center of the sign.
>
> West Salem (sign 10'-6" x 9'-0")
> Instructions for splicing Sign No. 1 shown on Drawing S198 are given in paragraph two under "Plywood Signs" on page 125 of the Special Provisions.

Will you please furnish this information to the resident engineer and the contractor.

F B Crandall
F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment

CONSTRUCTION DIVISION
RECEIVED
MAY 28 1962

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SEP 7 1962
FOR FILING

EBF [illegible]

[illegible]

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised project agreement estimate for the Powers Junction-Sugarloaf Mountain Section, Project No. EBF-29(12).

The revision consists of the addition of the Oregon laws, which authorise the issue of bonds for highway construction, under the heading "State Funds for Construction".

This is not a request for modification of project agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]

Oregon State Highway Department

Federal-Aid
Project No. EBF-29(12)

## POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised project agreement estimate. Not as a basis for modification of project agreement.)

Salem, Oregon, May 22, 1962

Type Code 5231
Roadway (Sta. 124+50 to Sta. 238+00)(Contract 5988)

| | | | | |
|---|---|---|---|---|
| Removal of Existing Bridge | All | Required | | $ 9,000.00 |
| Drainage Excavation, Unclassified | 2,100 | cu.yd. | $ 3.00 | 6,300.00 |
| Slide Excavation, Unclassified | 16,600 | cu.yd. | 1.00 | 16,600.00 |
| General Excavation, Unclassified | 3,100 | cu.yd. | 1.25 | 3,875.00 |
| Extra for Granular Backfill | 6,200 | cu.yd. | 1.25 | 7,750.00 |
| 8-inch Asbestos-Protected Corrugated Metal Pipe | 290 | lin.ft. | 5.00 | 1,450.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 70 | lin.ft. | 6.00 | 420.00 |
| 6-inch Metal Drain Pipe | 70 | lin.ft. | 2.50 | 175.00 |
| 8-inch Perforated Metal Drain Pipe | 270 | lin.ft. | 3.00 | 810.00 |
| Special Backfill in Drains | 45 | cu.yd. | 10.00 | 450.00 |
| 8-inch Metal Tide Gate | 1 | only | 140.00 | 140.00 |
| 1½-inch Galvanized Water Pipe | 90 | lin.ft. | 2.00 | 180.00 |
| Concrete Curbs | 13 | cu.yd. | 60.00 | 780.00 |
| Concrete Surfacing | 90 | sq.yd. | 5.00 | 450.00 |
| Concrete in Islands | 4 | cu.yd. | 100.00 | 400.00 |
| 1½-inch Electrical Conduit | 390 | lin.ft. | 2.60 | 1,014.00 |
| Metal Guard Rail | 800 | lin.ft. | 2.44 | 1,952.00 |
| Guard Rail-Salvaged Barricade | 160 | lin.ft. | 1.60 | 256.00 |
| Guide Posts, Type W-1 | 5 | only | 5.80 | 29.00 |
| Guide Posts, Type W-2 | 50 | only | 6.75 | 337.50 |
| Guide Posts, Type Y-2 | 50 | only | 6.75 | 337.50 |
| Guide Posts, Type Y-3 | 4 | only | 7.50 | 30.00 |
| Coarse Crushed Material in Base | 42,200 | ton | 2.75 | 116,050.00 |
| 3/4" - 0 Material in Base | 6,200 | ton | 2.88 | 17,856.00 |
| Sprinkling | 910 | M-gal. | 2.50 | 2,275.00 |
| Preparation of Base | 1.95 | mile | 1,000.00 | 1,950.00 |
| 3/4" - 0 Material in Binder Course | 480 | cu.yd. | 4.40 | 2,112.00 |
| Furnishing and Placing Aggregates | 3,240 | cu.yd. | 4.95 | 16,038.00 |
| RC-3 Asphalt | 75 | ton | 50.00 | 3,750.00 |
| 200-300 Asphalt | 250 | ton | 46.00 | 11,500.00 |
| RS-1 Asphalt | 70 | ton | 50.00 | 3,500.00 |
| Extra for Oiling Approaches | 6 | only | 40.00 | 240.00 |
| Asphaltic Concrete Traffic Markers, Type 1 | 1,400 | lin.ft. | 2.00 | 2,800.00 |
| Removal of Existing Sign Installations | All | Required | | 170.00 |

| | | | |
|---|---|---|---|
| Furnish 8" BP 36# Steel Piling | 63 lin.ft. | $5.80 | $ 365.40 |
| Drive Steel Piles | 5 only | 90.00 | 450.00 |
| Metal Sign Posts | All Required | | 205.00 |
| Wood Sign Posts | All Required | | 1,790.00 |
| Type "C", "D" and "R" Signs in Place | 435 sq.ft. | 3.64 | 1,583.40 |
| Type "E" Signs in Place | 16 sq.ft. | 3.66 | 58.56 |
| Type "J" Signs in Place | 21 sq.ft. | 3.13 | 65.73 |
| Type "K" Signs in Place | 58 sq.ft. | 4.20 | 243.60 |
| Type "A" Signs in Place (Extruded, Laminated or Sheet Aluminum) | 552 sq.ft. | 6.65 | 3,670.80 |
| | | | $239,409.49 |
| Flagging (57½% of Contractor's Cost) | All Required | | $ 3,000.00 |
| Signing (Temporary) | All Required | | 500.00 |
| | | | $ 3,500.00 |
| | Subtotal | | $242,909.49 |
| | 10% Engr. & Cont. | | 24,290.51 |
| | Total | | $267,200.00 |

| | |
|---|---|
| Length of Roadway - - - - - - - - | 1.955 Miles |
| Length of 3 Structures- - - - - | 0.187 Mile |
| Total Length- - - - - - - - - - | 2.142 Miles |
| Cost of Roadway Per Mile- - - - | $136,675.19 |

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | $168,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 99,200.00 |
| | $267,200.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953; Chap. 22, Laws 1957;
Chap. 354, Laws 1957; Chap. 381, Laws 1961;
Chap. 483, Laws 1961.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAR 26 1962

FOR FILING

5988

March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering slide removal and repair on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5988, in connection with Federal Aid Project No. ERF-29(12).

Slides occurred after the road had been graded according to the plans. Excessive winter rains caused the sliding. It is necessary to remove the slide material and refinish slopes and roadway. Due to the emergency nature of the work and to complete the grading in time for oiling the Field was authorized to proceed with the work March 20, 1962. Approval as of that date is requested. This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
MAR 2 1962
FOR FILING

FORM 2-428-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FAE-[illegible]

5988

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 28, 1962

Ms. E. H. Lawrence
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Ms. Lawrence:

The attached working drawings of the A, K and J signs for the Powers Junction-Sugarloaf Mountain Section, Highway No. 35, Contract Number 5988, have been checked and are approved as noted.

Very truly yours,

Tom Edwards
Asst. State Highway Engineer

by Original signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

4

ERA:mgm
bc: Tom Edwards
L. R. Chandler
Bobby D. Johnson
Attachment

RECEIVED
MAR 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
31 1962
FORM E-30X—30M—6-61—36882
FOR FILING
5988

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Power Jct.-Sugarloaf Mtn. Section
Coos Bay-Roseburg Highway #35 (ORE 42)
Contract No. 5988

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter dated January 26, 1962, from F. B. Crandall, Traffic Engineer, with reference to a signing revision on type "R" Route Markers for the above project is self-explanatory.

Seven sheets of Drawing S7 detail sheet are also attached.

Will you please see this revision becomes a part of the plans and is carried out in construction. Price Agreements with the contractor should be obtained in all instances.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

encs.

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
FEB 1 1962
FORM E-30X—50M—6-61—36682

FOR FILING

5988

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

January 26, 1962

SUBJECT: Signing Revision
Powers Junction-Sugarloaf Mountain Section
Coos Bay-Roseburg Highway #35 (ORE 42)
Contract #5988

To:

Frank Morgan
Construction Engineer
OFFICE

To provide greater clarity, the type "R" route markers, which are used on porcelain aluminum destination signs, have been revised as shown on the attached detail sheet. Would you please see that this sheet replaces the sheet that is bound in with the contractor's plans for the above contract.

This change has received the preliminary approval of the Bureau of Public Roads.

It is anticipated that there will be no increase in cost due to this change, since the signs are not yet fabricated.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:mgm
cc: Tom Edwards
Attachments

NOTED
TOM EDWARDS

RECEIVED
DEC 26 1961
FOR FILING

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

| |
|---|
| [illegible] |
| |
| 5988 |

File

FORM 60

# COPY

December 21, 1961

Firm Division
JR - General
220482
231495

Burch Gravel Co. and Calkins Crushing Co.
Oceanlake,
Oregon

Claim # 5988

Gentlemen:

Your letter of December 1, 1961, referred to this office by the State Highway Department, was referred to the Commission for determination of whether or not a new account would be necessary for the joint venture operation of Burch Gravel Co. and Calkins Crushing Company.

Providing each company performs its portion of the contract sep rately, keeping separte records, it will be acceptable for each company to contribute under the separate accounts now established with this Commission.

You should understand, of course, that if, as a result of a claim being filed, the claimant's employer is determined to be a joint venture, there definitely would be a question as to whether or not the joint venture had properly complied with the registration requirements of the Workmen's Compensation Law.

Should you have any question regarding this, please feel free to contact us.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION
R. G. Savage, Assistant Commissioner

By: Jim Roberts
Jim Roberts

c.c. - State Highway Dept.
c.c. - Burch Gravel Co.

JR:lf

RECEIVED
DEC 22 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
LOYD QUER

RECEIVED
DEC 7 1961
FOR FILING

[illegible]

5988

December 7, 1961

Calkins Crushing Co.
Oceanlake
Oregon

Attention: Mr. Loyd Calkins

Gentlemen:

This is to acknowledge receipt of your letter of December 1 concerning the Calkins Crushing Co. and the Burch Gravel Co. joint venture filing with the State Industrial Accident Commission. This is in connection with your State Highway Contract No. 5988.

Your letter is being referred for reply to the State Industrial Accident Commission, to the attention of Mr. H. W. McCauley, as this type of filing comes under their control.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon
Attention: Mr. H. W. McCauley

CWH:fp

**Calkins Crushing Co.**
OCEANLAKE, OREGON

December 1, 1961

Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon

Re: Your letter of November 30
State Highway Contract #5988

Dear Mr. Query:

The Calkins Crushing Co. and the Burch Gravel Co. are both qualified under the State Industrial Accident Commission.

The work on the contract will be performed by each company as pertains to it's individual portion. Each will carry it's own payroll and there will be no joint venture payroll.

Thus we see no deed of filing with the S.I.A.C. as a joint venture. As there will be no joint venture payroll, there will thus be no such payroll to report.

Please advise whether, or not, we need take any further action under the above conditions.

Very truly yours

CALKINS CRUSHING CO.

By Loyd Calkins

Loyd Calkins

LC:k

RECEIVED
DEC 4 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 1961
FOR FILING
[illegible]
5988

November 30, 1961

Calkins Crushing Co. & Burch Gravel Co.
Oceanlake
Oregon

Gentlemen:

We have been notified by the State Industrial Accident Commission that your companies are not on record as a joint venture in their department. This is in connection with State Highway Contract No. 5988 for stone base, oiling, and signing on the Powers Jct.-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County, which was awarded to you on October 20, 1961.

If you have not already done so, will you please secure the necessary registration material to establish an account as a joint venture with the State Industrial Accident Commission, Labor and Industries Building, Salem?

This is in connection with the Workmen's Compensation Act for the State of Oregon.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon
Attn: Mr. H. W. McCauley

CWH:fp

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION Rate & Survey
HWM - 231495
220482

November 29, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon
Attention: Floyd Query, Secretary

Gentlemen:

Your recent notice of contract awards made October 20, 1961, indicates that the Calkins Crushing Company and the Burch Gravel Company of Oceanlake were jointly awarded a contract in Coos County for the stone base, oiling and signing on the Powers Jct.-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway southeasterly of Myrtle Point. #5988

We have accounts established for the separate entities of the Calkins Crushing Company and the Burch Gravel Company but we do not have a joint venture account established for these two firms. We will, therefore, take the necessary steps to advise these firms of their liability and their responsibilities with this Commission so that an account may be established for their joint venture operations.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION
R. G. Savage, Assistant Commissioner

By: H. W. McCauley
H. W. McCauley Ext 1402

HWM:JK

Cc, advise Cont's of their obligation

FQ

RECEIVED
NOV 30 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1961
FOR FILING

EBF-29(12)

5988

November 28, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Powers Junction-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5988, in connection with Federal Aid Project No. EBF-29(12).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This was an anticipated item in the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
NOV 27 1961
FOR FILING
EHF-29(12)
5988

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Powers Jct.-Sugarloaf Mountain Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5988, in connection with Federal Aid Project No. EHF-29(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
OV 14 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5988

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 14, 1961

Calkins Crushing Co., &
Burch Gravel Co.,
Oceanlake
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5988, awarded October 20, 1961, for stone base-oiling-signing on the Powers Jct.-Sugarloaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
OCT 24 1961
FOR FILING

(12)

5988

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 20, 1961

08-35.1 C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project EBF-29(12

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project EBF-29(12), Powers Jct.-Sugarloaf Mountain Section of the Boos Bay-Roseburg Highway, we hereby concur, as of this date, in award of Contract No., 5988 to Calkins Crushing Co. and Burch Gravel Co., of Oceanlake, Oregon, low bidder in the amount of $239,409.49 at the October 18, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
EP 29 1961
FOR

598

477 Cottage St. N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project EBF-29(12)

We have today approved the revised P. S. and E. documents for Oregon Project EBF-29(12), Powers Junction-Sugarloaf Mountain Section, Coos Bay-Roseburg Highway.

This is to authorize your advertising for bids.

The authorization granted hereunder is subject to the mutual understanding and agreement - (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make to the State shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads, (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment, and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

Porter

RECEIVED
AUG 25 1961
FOR FILING
[illegible]
[illegible]

477 Cottage St. N.E.
Salem, Oregon

August 22, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project EBF-29(12)

We have today approved the P. S. and E. documents for Oregon Project EBF-29(12), Powers Junction-Sugarloaf Mountain Section, Coos Bay-Roseburg Highway.

This is to authorize your advertising for bids.

The authorization granted hereunder is subject to the mutual understanding and agreement - (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make to the State shall be made at times and in amounts and upon the basis of funds available therefor out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads, (b) that any deferment of payment of Federal funds therefor shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment, and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

Porter

NOTED
FORREST COOPER

RECEIVED
AUG 1 1961
FOR FILING
EBF-29(12)
5988

477 Cottage St., N. E.
Salem, Oregon

July 27, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.32 Salem, Oregon

Oregon Bond Issue Program - Federal-aid Primary Funds

The addition of a single project to the subject program, submitted with Mr. Porter's July 12, 1961 letter, was approved by our Regional office effective July 25, 1961. This Stage 2 project covers improvements on 2.1 miles of roadway at a total estimated cost of $200,000 with FA Primary funds in the amount of $120,000 to be requested at a later date.

The programed project is summarized as follows:

| Item No. | Project No. | Location | Proposed Work |
|---|---|---|---|
| 111 | EBF-29(12) | Powers Junction - Sugarloaf Mt. | Paving |

This approval is with the understanding that the project will be eligible for future participation in available Federal-aid Primary funds, restricted by availability of Trust Fund Revenue, following compliance with Section 122 of Title 23 USC. It is understood further that no Federal funds are committed at this time and that the project is to be administered and financed as provided in PPM 21-9.

Porter

NOTED
[illegible]

RECEIVED
SEP 1 1961
FOR FILING
EBF-29(12)
TCF

July 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting herewith progress request for Item 111, Project EBF-29(12), to be constructed as a Bond-Financed Project with the understanding that reimbursement from Federal-aid funds will be claimed after the bonds have been paid.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

DATE SUBMITTED TO W. O.

7-12-61

**FEDERAL-AID PR**

(PPM 2

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 2 | REPORT NUMBER<br>1<br>(19) (20) | PROJECT LOCATION (45 typewriter spaces)<br>SR 42, Powers Jct. East 2 Miles<br>21 65 | **ADT** | PRESENT<br>1,600 | FUTURE<br>3,200<br>(66) (70) | YEAR<br>197<br>(71) |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces)<br>Intermediate Type Surfacing<br>28 62 | NATL. FOREST<br>(63) (65) | FH ROUTE NO.<br>(66) (68) | SUPV AGCY<br>(69) | DA CLASSIF.<br>(70) | DA AREA<br>(71) | EMERG. YR.<br>(72) (73) | PL. AUTH<br>(74) |

| | | |
|---|---|---|
| CARD 4 | CLASS OF FEDERAL FUNDS<br>Bond Financed - Primary | COUNTY NAME<br>Coos |
| | NAME OF URBAN AREA<br>17-31 | ROUTE NO. / FEDERAL-AID<br>14 |

| CARD 5 | LINE NO. | CHANGE CODE | PROJECT CODE | WORK CLASS | WORK TYPE | STEP | TERMINI (Full description) | MILES | ESTIMATED PROJECT COS TOTAL ESTIMATED COST | FEDERAL FUNDS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | (14-15) | (16 | 41 | 42 | 43 46 | 53 | | (54) (58) | (59) (66) | (67) (76 |
| 5 | | | | | **PE** | | SR 42<br>Powers Jct. to<br>Sugarloaf Mt. | | | |
| 5 | | | | | **ROW** | | | | | |
| 5 | | | | | **CONST**<br>(CODE) | | | 2.12 | 200,000 | 120,000 |

| | | | | | | |
|---|---|---|---|---|---|---|
| CARD 1 | CODE 1 | PREPARED BY | PROJECT TOTALS | 2.12 | 200,000 | 120,000 |
| 1 | 14 | PROGRAM APPROVAL DATES | | | (16) (23) | (24) (33) |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

# FEDERAL-AID PROGRAM DATA

*(PPM 21-1)*

7-12-61

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ADT** | PRESENT | FUTURE | YEAR | REGION | STATE NAME | STATE CODE | APPN CODE | ITEM NO. |
| | 1,600 | 3,200 | 1975 | 8 | Oregon | 35 | | 111 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| OUTE | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER PREFIX LETTER(S) | NUMBER | SEQ. NO. | I. Projects Only POST MI. | DESIG. |
| | | | | | | EBF- | 29(12) | | | |

COUNTY NAME: Coos

CODE:

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: FEDERAL-AID 14; STATE 35; U.S.

ESTIMATED PROJECT COST BY PHASES

| | MILES | TOTAL ESTIMATED COST | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | CHARACTER OF PROPOSED WORK *(Full description)* |
|---|---|---|---|---|---|---|
| | | | | | | Two 12' lanes Type O-11 oil mat surfacing with 8' oiled shoulders.<br>ROW-200 Normal: Access Control - Partial: Parking Restrictions - None. |
| | 2.12 | 200,000 | 120,000 | 80,000 | | |
| ROJECT OTALS | 2.12 | 200,000 | 120,000 | 80,000 | | |

REMARKS

Additional Data - See Item 349, Project F-29(7).

F-124(22) Myers Creek-Burnt Hill Sec., 1961
Oregon Coast Hwy., N. of
#5989 Brookings

RECEIVED
NOV 4 1963
FOR FILING

November 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway, Contract No. 5989, Project No. F-124(22) in Curry County was completed September 27, 1963.

This work was authorized by Order for State Work No. 1 dated November 1, 1961.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lb
cc: J. W. Nash

RECEIVED
JUN 17 1963
FOR FILING
F-124 (23)

5989

June 17, 1963

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5989 awarded to Bahler Bros. Inc., & Carl M. Halvorson, Inc., for grading-oiling-structure on the Meyers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County was completed on December 17, 1962, and accepted by the Highway Commission on June 11, 1963.

Final payment, in the amount of $31,509.50 will be released to the contractor after June 24, 1963. The total contract amount is $1,115,017.78 including $22,714.45 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: Bahler Bros. Inc., &
Carl M. Halvorson, Inc.,
4617 SE Milwaukie Ave.,
Portland 2, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
JUN 14 1963
FOR FILING
F-124(22)
5989

June 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed December 17, 1962 on Contract No. 5989. The contract was with Babler Bros., Inc., and was for grading, oiling, and structures on the Myers Creek—Burnt Hill Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 11, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

9

RECEIVED
JUN 11 1963

FOR FILING

[illegible]

5989

Salem, Oregon
June 10, 1963

Acceptance of Contract

L. P. Shaw
Asst. Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

> Contract No. 5989 with Kubler Bros., Inc. and Carl M. Halvorson, Inc., for grading, oiling and structures on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, completed December 17, 1962.

Acceptance has been held pending clearance by the Bureau of Public Roads. This has been received as of June 6, 1963.

L. H. Young
Office Engineer

DMF:mb

cc: Floyd Query
C. H. Nelson
F. L. Morgan

RECEIVED
APR 17 1963

FOR FILING

5711

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1963

SUBJECT: Myers Creek-Burnt Hill Section
Oregon Coast Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Attached is a copy of a Memorandum from A. W. Parsons of the Bureau of Public Roads advising that they will accept the subject project if we will submit a change order removing the sand equivalent specification from the contract. Also, please note that it will be necessary to include a statement to the effect that our job control on future projects will be strengthened to prevent recurrence of a situation of this kind.

Please have prepared the necessary change order and resubmit to this office for submission to the Bureau so that we may conclude negotiations on this project.

F. D. Morgan
Construction Engineer

By J F Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:fp

Enc.

cc Lloyd Shaw

RECEIVED
APR 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn: F. D. Morgan, Construction Engineer

**DATE:** April 11, 1963

**FROM** : A. W. Parsons, Division Engineer
Salem, Oregon

**SUBJECT:** Myers Creek-Burnt Hill Section
Oregon Project F-124(22)

We have reviewed the results of the sampling performed on the Myers Creek-Burnt Hill section of the Oregon Coast Highway and the adjacent projects in accordance with our letter of November 6, 1962 concerning the sand equivalent specification.

These results show that a similarity exists between the four projects sampled and even though the sand equivalent was low in all cases, little or no PI was found to exist in the material, some of which has been under traffic for over a year, and these projects are providing an adequate and satisfactory facility with no indication of damage or distress.

It is now suggested that, if you so desire, a change order be issued to the contractor removing the sand equivalent from the contract. The change order should be dated as of the current date.

We will be willing to approve such a change order with the understanding that your job control on future projects will be strengthened to prevent reoccurrence of the situation that developed in this instance. A statement to that effect should be furnished with the submission of the change order for approval.

CONSTRUCTION DIVISION
RECEIVED
APR 12 1963
NOTED ☐

RECEIVED
APR 10 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Myers Creek-Burnt Hill Section
Oregon Coast Highway
Coos County

Dear Sir:

Further sampling and testing of in place materials on all projects between Buena Vista Waysides and Thomas Creek on the Oregon Coast Highway have been completed and copies of reports from Assistant Division Engineer L. W. Rulien and Division Geologist R. J. VanCleave are attached for your perusal.

You will note that the results of these samples show that the four jobs compare very favorably with each other as to PI, liquid limit and sand equivalent, but that the sand equivalent on any of the projects does not meet our present specifications. The Buena Vista Waysides-Cape Sebastian, Cape Sebastian-Myers Creek and Burnt Hill-Thomas Creek projects did not have a sand equivalent specification included. However, under actual traffic, these projects are standing up very well. The Burnt Hill-Thomas Creek project has been open for over a year and is in excellent condition at this time. The Cape Sebastian-Myers Creek project has been completed for a lesser length of time but it also has the appearance of being a satisfactory facility.

As all of these projects have a good in service record and the lack of sand equivalent specifications on previous ~~conditions~~ has not been detrimental, we request your acceptance of the Myers Creek-Burnt Hill project.

Very truly yours,

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

Attach
JFP:fp
cc Lloyd Shaw
L. H. Young
L. R. Chandler

FORM E-30 50M 8-62 43906

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 3, 1963

CONSTRUCTION DIVISION
RECEIVED
1964
NOTED-☐ CE ☐ ACE ☐ ACE ☐ ☐ CCE

SUBJECT: Sand Equivalent
Myers Creek-Burnt Hill Section
Coos County
Oregon Coast Highway
Contract 5989

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Reference is made to the fact that surfacing materials placed on the subject contract failed to conform to the specified sand equivalent requirements. This has resulted in considerable correspondence and intercourse with the Bureau of Public Roads relative to their acceptance of the project.

It was decided that we should conduct a series of tests which involved the taking of samples from not only the questioned project but adjacent projects,which have held up and performed well, to establish a basis of comparison. Attached is a report from R. J. Van Cleave, Division Geologist, which includes hole logs and photographs of the sampling which was undertaken. Our investigation involved the taking of three (3) samples each from under the oil mat and/or paved roadbed on the following projects: Cape Sebastian-Myers Creek; Myers Creek-Burnt Hill; and, Burnt Hill-Thomas Creek. Samples were also taken on the Buena Vista Wayside-Cape Sebastian project although this project has not been completed and the wearing surface consists of a double binder. An inspection of the results of all samples indicates that the sand equivalent, liquid limit, and P.I. is nearly the same. An inspection of the surfacing on the Cape Sebastian-Myers Creek and the Burnt Hill-Thomas Creek projects, which lie immediately to the north and south respectively, reveals a very satisfactory project and good performance. These adjacent projects did not contain sand equivalent requirements in their specifications, although the materials used were acquired from the same source. It was for this reason that the Resident Engineer failed to keep fully abreast of the sand equivalent requirement prior to the materials being incorporated into the job.

Based on the good experience record we have had from materials on adjacent projects from the same source, it is requested that this project be accepted.

L. W. Rulien
Assistant Division Engineer

LWR:ds
attach.

FORM E-30X—50M—5-62 43909

**OREGON STATE HIGHWAY DEPARTMENT**

**INTER-DEPARTMENT CORRESPONDENCE**

Roseburg, Oregon
April 2, 1963

**SUBJECT:** Comparison of Material Tests
Pistol River Gravels
Oregon Coast Highway
Curry County

To: L. R. Chandler
Division Engineer
Office

Attention: L. W. Rulien

Three samples of base material was taken respectively on four sections between Buena Vista Wayside to Thomas Creek where the material source was used from Pistol River. This was primarily for comparison of the S. E. test. Following is a tabulated list of the samples taken.

Myers Creek - Burnt Hill

| Station | | SE | LL | PI |
|---|---|---|---|---|
| 581+00 | CL | 17.8 | 19 | 0 |
| 641+50 | 11' Lt. | 16.1 | 20 | 2 |
| 515+50 | 11' Rt. | 18.9 | 20 | 2 |
| | AVE | 17.6 | 19.7 | 1.3 |

Note: BPR Final Samples Ave. SE - 17.7 LL - 19.8 PI - 2.9

Buena Vista Wayside - Cape Sebastian

| | | | | |
|---|---|---|---|---|
| 167+00 | 10' Rt. | 19.6 | 20 | 2 |
| 211+00 | 13' Rt. | 18.0 | 18 | 0 |
| 260+00 | 14' Lt. | 17.7 | 19 | 2 |
| | AVE. | 18.4 | 19 | 1.3 |

Cape Sebastian - Myers Creek

| | | | | |
|---|---|---|---|---|
| 341+00 | 23' Lt. | 15.4 | 18 | 0 |
| 399+75 | 15' Rt. | 18.1 | 20 | 2 |
| 437+00 | 13' Rt. | 17.3 | 18 | 0 |
| | AVE. | 16.9 | 18.7 | .7 |

Burnt Hill - Thomas Creek

| | | | | |
|---|---|---|---|---|
| 686+00 | 17' Rt. | 19.7 | 17 | 0 |
| 763+00 | 20' Rt. | 18.6 | 17 | 0 |

| | | | |
|---|---|---|---|
| 857+00 18' Rt. | 17.4 | 17 | 0 |
| AVE. | 18.6 | 17 | 0 |
| TOTAL AVE. | 17.9 | 18.6 | .83 |

All samples were taken under the existing oil mat or the edge of the A.C. pavement for the total depth of base rock. The comparison of all tests is very nearly the same.

Enclosed are hole logs and pictures of each site sampled.

R. J. Van Cleave
R. J. Van Cleave
Division Geologist

RJVC:lf
cc: G. A. Barnhart

Form E-334—12,500 Sets—9-60

## OREGON STATE HIGHWAY DEPARTMENT
## SO AND GEOLOGICAL EXPLORATIO LOG
### Construction Division

Project Myers Cr- Burnt Hill Highway Oregon Coast Date March 19 1963

County Curry Res. Engineer G.A. Barnhart Prefix 8-1044-900

Exploration equipment used Hand Tools

Exploration area: Cut, depth ........ ft. Embankment fonda.—Emb. ht. ........ ft.

581 Station ........ Lt. ........ C. L. ✓ Rt. ........

Borrow—Quarry—Location ........

Hole location Sampling of Existing Base

Slide—Horizontal hole ........ Vertical Hole ........

........ Station ........ Lt. ........ C. L. ........ Rt. ........

Hole No. 1, 2, 3

Indicate in Feet
Distance from ground surface to various soil and rock formations

| Ground Surface Elevation | Sample Data H.D. Sheet No. | DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT |
|---|---|---|
| Hole #1 | A2983-A<br>8½+5 | 0-1½ 0-11 oil mat<br>1½"-13½" Existing Base 1½-0 + ¾-0 Leveling |
| Hole #2<br>Sta 641+50<br>11' Lt | A2983-B<br>7½+0 | 0-1½ - 0-11 oil mat<br>1½"-13" Existing Base 1½-0 + ¾-0 Leveling |
| Hole #3<br>Sta 515+50<br>11' Rt | 12½ | 0-1¼ 0-11 oil mat<br>1¼-16½ Existing Base 1½+0 + ¾-0 Leveling |

**NOTE:** Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

R. J. Van Cleave
Soils, Geologist or Driller

Form E-334—12,500 Sets—9-60

# OREGON STATE HIGHWAY DEPARTMENT
# SOIL AND GEOLOGICAL EXPLORATION LOG
## Construction Division

Project Buena Vista-Cape Sebastian Highway Coast Date 3-19, 1963

County Curry Res. Engineer G.A. Barnhart Prefix 8-1044

Exploration equipment used Hand tools

Exploration area: Cut, depth ............ ft. Embankment fonda.—Emb. ht. ............ ft.

............ Station 167 Lt. ............ C. L. ............ Rt. 10'

Borrow—Quarry—Location Sampling of existing Base

Hole location ............

Slide—Horizontal hole ............ Vertical Hole ............

............ Station ............ Lt. ............ C. L. ............ Rt. ............

Hole No. 1, 2, 3

Distance from ground surface to various soil and rock formations
Indicate in Feet

| Ground Surface Elevation | Sample Data H.D. Sheet No. | DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS<br>DESCRIBE DRILLING RATE FOR POWER EQUIPMENT |
|---|---|---|
| Hole #1 | A2984A<br>13+2 | 0 - 3/4" Double binder<br>3/4" - 20" Existing 1½-0 Base |
| Hole #2<br>Sta 211 | A2984-B<br>+00 13' Rt<br>13+2 | 0 - 3/4" - Binder<br>3/4" - 15" Existing 1½-0 Base |
| Hole #3<br>Sta 260 | A2984C<br>+00 14' Lt<br>13+2 | 0 - 3/4" - Binder<br>3/4" - 15½" Existing 1½-0 Base |

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

............
Soils, Geologist or Driller

Form E-334—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT

## SOIL AND GEOLOGICAL EXPLORATION LOG

### Construction Division

Project Cape Sebastian: Myeres Cr Highway Coast Date 3-19, 1963

County Curry Res. Engineer G.A Barnhart Prefix 8-1044

Exploration equipment used Hand tools

Exploration area: Cut, depth ............ ft. Embankment fonda.—Emb. ht. ............ ft.

............ Station ............ Lt. ............ C. L. ............ Rt. ............

Borrow—Quarry—Location Sampling existing Base

Hole location ............

Slide—Horizontal hole ............ Vertical Hole ............

............ Station ............ Lt. ............ C. L. ............ Rt. ............

Hole No. ............

Indicate in Feet
Distance from ground surface to various soil and rock formations

| Ground Surface Elevation | Sample Data H.D. Sheet No. | DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT |
|---|---|---|
| Sta | 341 23'Lt<br>A2985A<br>13+2 | 0-1½" 0-11 oilmat<br>1½"-18" existing 1½"-0 Base rock |
| Sta. 400 | 13' Rt. ℄<br>A2985B<br>13+2 | 0-1½" 0-11 oilmat<br>1½"-14" existing 1½"-0 Base |
| Sta 437 | 13' Rt<br>A2985C<br>13+2 | 0-2" 0-11 oilmat<br>2"-4¼" exist. ¾"-0 Base<br>4¼-16" " 1½"-0 " |

**NOTE:** Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

R J Van Cleave
Soils, Geologist or Driller

Form E-334—12,500 Sets—9-60

OREGON STATE HIGHWAY DEPARTMENT
## S AND GEOLOGICAL EXPLORATIO LOG
Construction Division

Project Burnt Hill James Cr. Highway Coast Date 3-19, 1963

County Curry Res. Engineer G.A. Barnhart Prefix 8-1044-900

Exploration equipment used Hand tools

Exploration area: Cut, depth ......... ft. Embankment fonda.—Emb. ht. ......... ft.

......... Station ......... Lt. ......... C. L. ......... Rt. .........

Borrow—Quarry—Location .........

Hole location Sampling exist. Base

Slide—Horizontal hole ......... Vertical Hole .........

......... Station ......... Lt. ......... C. L. ......... Rt. .........

Hole No. .........

Indicate in Feet
Distance from ground surface to various soil and rock formations

| Ground Surface Elevation | Sample Data H.D. Sheet No. | DESCRIBE SOIL, ROCK AND MOISTURE CONDITIONS DESCRIBE DRILLING RATE FOR POWER EQUIPMENT |
|---|---|---|
| sta. 686 | -17' Rt ℄<br>A2986A | 0-1½" A. C. Pavement<br>1½"-15½" existing 1½"-0 Base Rock wet |
| sta 763 | -26' Rt ℄<br>A2986B | 0-2¼" A. C. Pavement<br>2¼"-12" existing 1½-0 Base Rock wet. |
| sta 857 | -18' Rt ℄<br>A2986C | 0-2½" A.C. Pavement<br>2½"-13½ existing 1½"-0 Base Rock |

The above samples were taken under the extreme edge of the A.C. pavement. Depths varied slightly & all samples were wet.

NOTE: Prepare a sheet for each hole. Mail copies at end of day. Show zones for all samples taken. For horizontal holes indicate skew from center line by rough sketch. Show water zones and level of water in hole after waiting period.

This copy for Construction Engineer

Soils, Geologist or Driller

RECEIVED
MAR 27 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-124 (22)

5989

March 26, 1963

Mr. David R. Fortier
Attorney at Law
P. O. Box 1043
Brookings, Oregon

Re: Our File R-30267
Irene F. Burt

Dear Mr. Fortier:

On March 13th I answered your letter of March 5th and informed you that the above file was again being reviewed.

I have now received information from Mr. L. W. Rulien, Assistant Division Engineer, to the effect that he met with you and Mrs. Burt on March 20th, at which time a mutual agreement was reached with respect to the future draining of the irrigation pond. Further, as mentioned in our prior letters, that our crews would undertake this project when the weather permitted.

Therefore, except for the work to be done by our crews, it would appear that this matter is now concluded. If you need any further assistance on this matter in the future, it would probably be best to directly contact Mr. L. R. Chandler, Division Engineer, in Roseburg.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

NOTED
LLOYD F. SHAW

FCMcK:ks

cc: Lloyd Shaw
Frank D. Morgan
L. W. Rulien
W. T. Wright
L. I. Lindas

RECEIVED
MAR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1963
FOR FILING

FORM E-30X—90M—5-62 43909

E 124(22)

5989

**ORECON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 22, 1963

SUBJECT: File R30267
Irene F. Burt
Myers Creek-Burnt Hill Creek Section
Oregon Coast Highway

To: Frank C. McKinney
Chief, Office Section
Legal Department
Salem, Oregon

Reference your letter of March 13 which concerned another letter from Mr. David R. Fortier, Attorney for Mrs. Burt, and complains primarily about the lack of a means of diverting the flow of water from entering their irrigation pond.

On Wednesday, March 20, I met Mr. Fortier in Brookings and took him out to the irrigation pond. At the pond, we met Mrs. Burt and discussed the entire matter. Mrs. Burt indicated that the diversion of the creek was necessary so that they could pump the pond dry and clean it out, which is apparently their normal yearly maintenance procedure. It was agreed that, since the pond was constructed directly between the stream and the cutbank, there was no feasible means of routing the creek around the pond. In view of this, I advised Mrs. Burt that it appeared that ground conditions would soon be dry enough for our crews to come in and clean out the pond, shape up the banks, and police up the area as we had already promised, and that I would instruct these crews to install a 6-inch or 8-inch pipe from the creek around the pond to our overflow pipe. That we would make some arrangement whereby the entry from the creek to the pond could be plugged and the water by-passed by means of the pipe. I advised her that when we made this installation she would be contacted so that she could observe its operation. I further indicated that beyond this there was nothing that we could feasibly do.

Both Mrs. Burt and the Attorney were very pleasant and I believe that this situation will resolve itself when we can undertake the above mentioned work, at which time I will send along another communique.

STAFF
LLOYD F. SHAW

L. W. Rulien
Assistant Division Engineer

LWR:ds
cc: Lloyd F. Shaw
F. D. Morgan
Walter T. Wright
Leonard I. Lindas
George C. Baker

RECEIVED
MAR 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1963
OREGON
STATE HIGHWAY COMMISSION

F-124(22)
Form E-1—(Rev.)

# OREGON STATE HIGHWAY DEPARTMENT
# Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 22, 1963

Section Myers Creek-Burnt Hill
Kind of work Grading, Oiling & Structure
Highway Oregon Coast County Curry
Section prefix 8-1044 F-124(22)
Contractor Babler and Halvorson
Contract number 5989
Date of [illegible] award Oct. 20, 1961
Specified work days 170
Date work started Nov. 15, 1961
Work days used 155
Project authorization $1,359,714.71
Exclusive of engineering $1,263,023.89
Per cent of time elapsed 88.8 %
Estimated cost of completed project, exclusive of engineering $1,166,304.23
Estimated per cent [illegible]or underrun - 7.3 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 96,690.82
Engineering cost to date $96,346.15, 99.6 %
Date project was completed December 17, 1962

ESTIMATED PER CENT COMPLETE

| CLEARING | DRAINAGE | GRADING | STRUCTURES | BASE | OIL AND/OR PAVE. | MAT'L PROD. |
|---|---|---|---|---|---|---|
| 100 | 100 | 100 | 100 | 100 | 100 | |

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate is complete, is being sent to Roseburg today.

Final report.

CONSTRUCTION DIVISION
MAR 25 1963

NOTE
JOHN R. OAKES

NOTED
LLOYD P. SHAW

Signed Res. Engr.
Address Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

| | GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM | PAVING |
|---|---|---|---|---|---|
| Miles in project | 3.33 | 3.63 | | 3.63 | |
| Miles partially completed | | | | | |
| Miles completed | 3.33 | 3.63 | | 3.63 | |
| Total estimated quantities (contract) | 975,000 | 64,400T. | | | |
| Total quantities corrected to date | 927,653 | 63,742 | | | |
| Estimated quantities moved or placed to date | 927,653 | 63,742 | | | |
| Average daily quantities | | | | | |
| Average daily quantities necessary to complete project on time | | | | | |
| Number shifts per day | | | | | |
| Hours per shift | | | | | |
| Average force on project for week | | | | | |

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels .........., Power graders .........., Rollers .........., Mixers .........., Crushing or screening plants ..........

Compressors ............, Bulldozers ............, Compaction rollers ............, . . . . ............, . . . . ............, . . . . ............

| | WEATHER | HRS. DELAY | CAUSE OF DELAY |
|---|---|---|---|
| Sunday | | | |
| Monday | Rain | | |
| Tuesday | Rain | | |
| Wednesday | Rain | | |
| Thursday | Rain | | |
| Friday | Rain | | |
| Saturday | | | |

------------ Job was completed on Dec. 17, 1962 ---------------

RECEIVED
MAR 20 1963

FORM E-30X—80M—10-62 46823

FOR FILING

F-124 (22)

5989

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1963

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

SUBJECT: File No. R-30267
Irene Burt
Myers Creek-Burnt Hill Section

You are in receipt of a letter from Staff Attorney McKinney concerning the pond on Mrs. Burt's property on subject project.

Will you or one of your representatives please make a personal contact with Mrs. Burt and get this matter resolved

F. D. Morgan
Construction Engineer

By J Putnam
J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: L. P. Shaw
L. I. Lindas
W. T. Wright

RECEIVED
MAR 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—6-62 43909

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1963

SUBJECT: File No. R-30267
Irene F. Burt

To: Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention L. W. Rulien

Following my letter of February 28th to Mr. David F. Fortier, copy of which was forwarded to you, I received another letter from Mr. Fortier dated March 5. I am enclosing a copy of that letter, along with a copy of my reply thereto.

I have discussed this matter further with W. T. Wright, and he has requested me to forward Mr. Fortier's letter to you to determine if any further recommendations can be made with respect to diverting the creek water and bypassing the pond.

As you will note from said letter, her attorney claims that Mrs. Burt attempted on many occasions to discuss this matter with Mr. Barnhart during the construction of the pond, but was unsuccessful.

I have informed Mr. Fortier that we will make another review of this matter.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks
attach.

cc: Lloyd Shaw
Frank D. Morgan
W. T. Wright
L. I. Lindas

NOTED
LLOYD P. SHAW

RECEIVED
MAR 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 13, 1963

Mr. David R. Fortier
Attorney at Law
P. O. Box 1043
Brookings, Oregon

Re: Our File R-30267
Irene F. Burt

Dear Mr. Fortier:

I have for reply your letter of March 5th with respect to the above file.

This is to inform you that this matter is again being reviewed, and I will advise you as soon as a determination is made.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
FRANK C. McKINNEY
Chief, Office Section

FCMcK:ks

cc: L. I. Lindas
Lloyd Shaw
W. T. Wright
Frank D. Morgan

[illegible]
LLOYD P. SHAW

DAVID R. FORTIER
ATTORNEY AT LAW
POST OFFICE BOX 1043
MANLEY BUILDING
BROOKINGS, OREGON
TELEPHONE [illegible] 469·3223

March 5, 1963

Mr. Frank C. McKinney, Chief
Office Section
State Highway Department
Salem, 10, Oregon

Re: File No. R-30267
Irene F. Burt

Dear Mr. McKinney:

In answer to your letter of February 28, 1963, Mrs. Burt has asked that I point out that on a number of occasions she did attempt to talk to Mr. Barnhart concerning the lack of a means of diverting the water on its way to the pond and also concerning the smaller size of the new pond, but she states he was unwilling to discuss the thing with her at all and that she received no response to her complaints.

With respect to your third paragraph, Mrs. Burt's mention of a by-pass is not meant to describe a means of draining the pond such as a gate, but rather a means of diverting the water from ever getting into the pond. Previously this was done by diverting the stream before it reached the pond itself, however, at present the pond is situated so close to the springs that there is not a stream which can be diverted, that is, within her capabilities and she would like the assistance of your engineers in permitting her to do so.

Very truly yours,

David R. Fortier

David R. Fortier

DRF:je
cc: Mrs. Irene Burt
Brookings, Oregon

NOTED
LLOYD P. SHAW

Mr. Shaw

RECEIVED
MAR 6 - 1963
FOR FILING

COMMISSIONERS
GLEN[illegible], CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 134 (22)
5987

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 28, 1963

Mr. David R. Fortier
Attorney at Law
Post Office Box 1043
Manley Building
Brookings, Oregon

Re: File No. R-30267
Irene F. Burt

Dear Mr. Fortier:

I have for reply your letter of February 7, 1963, and apologize for not answering the same sooner. I have, however, put in two weeks active duty at McChord AFB, Washington, during the interim and am just now getting caught up with my correspondence.

With respect to any documents as to the size of Mrs. Burt's pond, the only information I have is that Mr. Barnhart, our resident engineer in Gold Beach, has some cross sections which were made in January, 1962. I am sure that if Mrs. Burt wishes to visit his office he would be more than willing to show them to her. She should probably contact him in advance so that he will be at his office when she arrives.

As to the by-pass you mention, I have been informed that the only method Mrs. Burt had to previously drain her pond was to cut a hole through one of the pond embankments, or dike, and let the water run out. This, of course, she can still do. For us to place a gate in the pond would be extremely expensive and a considerable betterment over what was in existence.

I assume your client was present when the new pond was constructed and observed where and how it was being constructed. To the best of my knowledge she raised no objection at that time. If I am in error on this point, be sure to notify me.

NOTED
LLOYD F. SHAW

As previously mentioned, we do desire to live up to our right of way obligations and I believe when our engineers return to do the work mentioned in my letter of January 30, 1963, that the new pond will be as serviceable to the property as was the former pond.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCMcK:dc
cc: Lloyd Shaw
L. I. Lindas
W. T. Wright
L. R. Chandler
G. A. Barnhart

RECEIVED
MAR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 1963
RIGHT OF WAY

**DAVID R. FORTIER**
ATTORNEY AT LAW
POST OFFICE BOX 1043
MANLEY BUILDING
BROOKINGS, OREGON

TELEPHONE 469-3223

February 7, 1963

Mr. Frank C. McKinney
Chief, Office Section
Oregon State Highway Dept.
Salem, Oregon

Re: Your File No. R-30267
Irene F. Burt

Dear Mr. McKinney:

Thank you very much for your letter of January 30, 1963. Mrs. Burt will be pleased to have the state do the things mentioned in your letter. She still feels, and her feeling is confirmed by several of her neighbors, including one who assisted in the enlargement of her irrigation reservoir, that this one is not the same size. If you have any documents in Salem which would demonstrate the contrary to her, I am sure she would be pleased to be convinced. Would a visit to your office be of any assistance in this respect.

With respect to the by-pass, it seems to me that the agreement to construct the pond carries with it the implication that the pond is going to have the characteristics of the old pond, e.g. suppose the new one had no water in it but was of the same size. The fact is the old pond did have such a by-pass. I hope the off-hand draftsmanship by one of the state officials does not penalize her in this respect.

Very truly yours,

David R. Fortier

DRF:je

cc: Mrs. Irene Burt
Brookings, Oregon

RECEIVED
FEB 15 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
M[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F 124(22)

5989 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Myers Creek-Burnt Hill Section
Oregon Coast Highway
Contract No. 5989 - FAP F-124(22)

Dear Mr. Parsons:

A report on sampling and testing of in place base materials on the subject project, and two adjoining projects, has been completed by our Division Geologist and a copy of his report is attached. As you know, this report was for the purpose of comparing the base materials used, all of which were produced from Pistol River gravels.

It will be observed from this report that the average sand equivalent valvues are below the value of 35 for all three projects, with low liquid limit values being comparable. Objectionable plasticity has never been a problem in material from this Pistol River source.

The service record of base courses built from this source previously, where liquid limit and PI has been within specifications is very good.

Your acceptance of this project on the basis of the attached report and on proven satisfactory behavior of material from this source is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:bjh
Attachment
cc: L. H. Young
Lloyd P. Shaw
L. R. Chandler

RECEIVED
FEB 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 - 1963

FOR FILING

[illegible]

2779

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1963

SUBJECT: File No. 30267 - Burt
Myers Creek-Brookings Section
Oregon Coast Highway

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

You are in receipt of correspondence from Mr. McKinney of the Legal Department and Mr. Wright of the Right of Way Department regarding subject matter.

Would you please proceed with the work as decided upon during your discussion with Mrs. Burt on December 5. On completion of this work ,please contact her and see if she is satisfied and advise this office.

F D Morgan
F. D. Morgan
Construction Engineer

FDM:fp

cc Lloyd Shaw
L. I. Lindas
W. T. Wright

NOTED
LLOYD P. SHAW

RECEIVED
FEB 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-61 52315

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 30, 1963

**SUBJECT:** File No. 30267 - Burt
Myers Creek-Brookings Section
Oregon Coast Highway

**To:**

Mr. L. R. Chandler
Division Engineer
District 3 - Roseburg

I attach hereto a reply written on January [illegible] by Frank McKinney to the attorney representing Mrs. Irene Burt.

Mr. McKinney is of the opinion that the work proposed in Larry Rulien's letter of December 19 should satisfy the claims against us.

Would you please proceed with this work whenever the weather permits.

WALTER T. WRIGHT
Right of Way Engineer

WTW:s
cc: L. [illegible] Landas
F. D. Morgan
Lloyd Shaw

NOTED
LLOYD P. SHAW

RECEIVED
JAN 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

There is a bring up file on this

FORM E-123X 90M 6-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 30, 1963

Mr. David R. Fortier
Attorney at Law
Post Office Box 1043
Manley Building
Brookings, Oregon

Re: File No. R-30267
Irene F. Burt

Dear Mr. Fortier:

I have been handed for reply your letter of January 16, 1963, written to the attention of Mr. R. L. Porter, with respect to the above file. We can assure you that all of the points mentioned in your letter have been considered by the highway personnel who have visited and discussed the same with Mrs. Burt.

Our engineers have informed me that this spring, when weather conditions permit, they will schedule a crew to clean up Mrs. Burt's pond, refashion the slopes to prevent further sloughing and seed the slopes to prevent future erosion. Mrs. Burt was personally informed of this plan when our engineers contacted her.

As to bypassing the pond, our right of way agent informs us that to the best of his knowledge no such plan was proposed during negotiations. All the State Highway Department was to do was excavate an irrigation pond outside of the new right of way which would be approximately the same size and about the same elevation as the then existing pond. I believe Mrs. Burt's copy of her option will indicate the above language.

With respect to the size of the pond, it appears, according to our cross sections, to be the same size as the former pond. In January, 1962, cross sections were made in this area which indicated Mrs. Burt's pond had a surface area of approximately 4,300 square feet and a depth of 8 feet. The pond we constructed has a surface area of approximately 4,300 square feet, a maximum depth of 11 feet and an average depth of 8 feet.

NOTED
LLOYD P. SHAW

We certainly wish to live up to all of our property settlement agreements and I feel certain that after our engineers have had an opportunity to complete the above-mentioned work this spring that we will have fully abided by our agreement in this case.

Unless we hear from you to the contrary, we will plan on doing the above-mentioned work as soon as weather conditions permit.

If I can be of any further service in this matter, please do not hesitate to write to me.

Yours very truly,

L. I. LINDAS
Chief Counsel

By

FRANK C. McKINNEY
Chief, Office Section

FCMcK:dc:jr
cc: R. L. Porter
Lloyd Shaw
Larry Holt
Walter Wright
F. D. Morgan
L. R. Chandler
Loren Hicks

**DAVID R. FORTIER**
ATTORNEY AT LAW
POST OFFICE BOX 1043
MANLEY BUILDING
BROOKINGS, OREGON

TELEPHONE [redacted] 469-3223

Shaw
Handle from here
RLP

January 16, 1963

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter, Asst. State Highway Engineer

Re: Your file No. R-30267 - Irene F. Burt

Gentlemen:

Some time ago through the Curry County District Attorney Mrs. Irene Burt expressed her dissatisfaction with the irrigation pond constructed in lieu of that lying within the right-of-way of the new Highway 101 and Pistol River. Since that time it seems that no less than eight persons have concerned themselves with her problem, including Mr. G. E. Rohde, Mr. Loren Hicks, Mr. G. S. Paxon, Mr. Walter T. Wright, Mr. L. R. Chandler, Mr. George Barnhart, Mr. George Baker, and Mr. R. L. Porter. Notwithstanding the attention given her, Mrs.Burt feels that there has been some misunderstanding in Mr. Porter's comment in his letter of December 18, 1962, to the effect that "a satisfactory solution has been reached concerning the conditions you complained of".

I would like to outline the basis of her dissatisfaction, hastening to add that one or more of the above named gentlemen have stated that the Highway Department will do something toward a remedy next spring.

A short statement of her dissatisfaction is as follows:

1. She feels that the existing pond has about one-half the capacity of the one which it replaces.

2. The existing pond, unlike the original one, has no means of by-passing the pond for purposes of draining, cleaning and installation of irrigation equipment.

3. The sides do not slope in such fashion as to avoid the sloughing of the sides into the pond; and this has occurred to a considerable extent and it would appear that there is prospect of it taking place in the future.

copy To McKinney
1-25-63

**NOTED**
**LLOYD P. SHAW**

4. There appears to be commencing an erosion problem.

At some time in her discussion with the engineers, one of them commented to the effect that the dimensions of the new pond are quite comparable to the old as it existed in 1952. Mrs. Burt would like to call to mind the fact that the pond had been enlarged twice since then.

She would like to point out that the reason for the pond being important to her is that it is the means of irrigating approximately fifteen acres of land on the upper slope.

If the engineers consider it advisable to wait until spring, she has no objection to that, but she did want to make clear the reasons for her dissatisfaction. It seems to me that these matters could be cleared up by consultation between the engineers and herself on the ground and they should feel free to discuss this directly with her.

Very truly yours,

David R. Fortier

David R. Fortier

DRF:je
cc: Mrs. Irene Burt
Brookings, Oregon

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1963
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 5-62 43906

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Dec. 19, 1962

SUBJECT: File R-30267-Irene Burt
Myers Creek-Brookings Section
Oregon Coast Highway

To: Walter T. Wright
Right of Way Engineer
Salem, Oregon

I am in receipt of a copy of letter to you dated September 14, 1962, from Frank C. McKinney, relative to a complaint to the Governor's office, lodged by Mr. Bob Miller, District Attorney of Curry County, on behalf of his client Mrs. Irene Burt and relative to her dissatisfaction with an irrigation pond reconstructed by us as a right of way obligation and lying on the easterly side of the relocated Oregon Coast Highway just northerly of Pistol River. Mrs. Burt had lodged this complaint before and, on December 5, Mr. L. R. Chandler contacted Mrs. Burt, discussed the matter with her and had thought the matter resolved, however, according to this letter it appears that this is still a live one.

I was unable to contact Mrs. Burt personally on Monday, December 17, however, I did call her from Gold Beach and discussed the matter. She alleges the following: That during the course of our negotiations (which, incidentally, were conducted by Mr. J. M. Morgan, and partially with her now deceased husband), we had:

1. Agreed to construct a new pond as large as the old pond;

2. Agreed to construct the pond in such fashion that the flow from the stream, or spring, which feeds the pond could be diverted so as to bypass the pond;

3. That an outlet would be provided for the pond, apparently low enough so that the pond could be drained.

She, in essence, states now that we failed to fulfill our obligation in all three of the above listed items and, in addition, have constructed the pond in such manner that the banks are caving in and the pond is silting up.

RECEIVED
DEC 20 1962
RIGHT OF WAY

Barnhart
Cross section
Jan. 30, 1958
4330
Close as
we can
come —

Closed
with
Comm from
Rulien
of the 1/17/63
Eng5

In connection with Item #1 above, I have attempted to determine the size of the old pond and have determined the size of the new pond. We have three pertinent construction cross-sections taken in the area of the pond.

The cross-section at Station 526+00 indicates no pond, hence, most likely just northerly of the original pond. The cross-section at Station 526+50 shows the original pond and indicates a top width of 70 feet; a bottom width of 50 feet, and an average depth of 8 feet. The section at Station 527 shows a slight depression insufficient to store water but nevertheless pinpoints the south end of the pond. Since our cross-sections do not pinpoint a periphery of the pond, it is somewhat difficult to establish its size, however, if it were 70 feet square, it would have a surface area of 4900 square feet; if it were circular with a 70 foot diameter, it would have a surface area of approximately 3900 square feet. The actual pond probably lay somewhere between these two figures. The pond which we constructed contains approximately 4300 square feet of surface area at a maximum depth of 11 feet, at an average depth in the neighborhood of 8 feet , and can certainly be considered comparable in size.

With reference to Items #2 and #3 above, the pertinent documents indicate that we were to construct a new pond of the same size as the old and nothing more. I have discussed this matter with Mr. J. M. Morgan and he has advised me that there were no written committments such as the by-pass for the feeding stream, or a low outlet for complete drainage of the pond.

In essence, I believe we have, with our construction of this pond, fulfilled our obligations in this matter, however, an inspection of the pond on the ground does reveal certain unsatisfactory conditions which could have, I believe, given the property owner a legitimate complaint and which should be taken care of. Namely, the banks were, in places, constructed nearly vertical and have caved off and dropped into the pond. Also, in the southwest corner of the pond, surface runoff and the springs carry considerable sand into the pond and are effectively silting up that corner of the pond.

Mr. Chandler, in his meeting with Mrs. Burt of December 5, indicated that we would, when weather and ground conditions permittted, undertake some cleanup work which would effectively eliminate this complaint. It was understood that Mrs. Burt would allow us until spring to do this work. In my telephone conversation with Mrs. Burt, she indicated to me that we could undertake this work in the spring when weather conditions would permit.

It is my recommendation that Mrs. Burt and/or her attorney be advised that we feel that our construction of the pond basically fulfilled our right of way obligation but that we do feel that certain features of our construction are not satisfactory and will be corrected, namely, that we will seed the area which is causing the deposit of sand in the pond and undertake such other corrections as are necessary to prevent the pond from silting up; that we will clean up the silted areas in the pond; that we will trim up the bank and seed it to prevent excessive future erosion.

Please advise if this solution meets your approval so that we may plan on undertaking this work.

L. W. Rulien
Asst. Division Engineer

LWR:ds
cc: F. D. Morgan

RECEIVED
JAN 21 1963
FOR FILING

F 134 (33)

[illegible]

Salem, Oregon
January 21, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on December 17, 1962, on Contract No. 5989, Myers Creek-Burnt Hill Section, in Curry County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:________________

Conditions noted on above date:

Construction Engineer

DBP:lt

RECEIVED
DEC 26 1962
FOR FILING

5989

December 24, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., S.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 17, 1962, on Contract No. 5989, Euchre Creek-Burnt Hill Section in Curry County, in connection with Federal-aid Project No. F-124(22).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:____________________

Conditions noted on above date:

DBP:mmb
cc: H. S. Cox

A. M. Parsons
Division Engineer

RECEIVED
DEC 31 1962
FOR FILING

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| [illegible] |
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| [illegible] |

195

December 18, 1962

Mrs. Irene Burt
Box 1066
Brookings, Oregon

Dear Mrs. Burt:

This refers to your recent letter concerning commitments in the right-of-way settlement under file number 30267; this being on the Myers Creek-Brookings Section of the Oregon Coast Highway in Curry County.

I understand that you have been contacted by L. R. Chandler, Division Engineer; George Barnhart, Resident Engineer; and George Baker, Maintenance Superintendent, and that a satisfactory solution has been reached concerning the conditions you complained of. It is hoped that this is satisfactory to you and we thank you for calling it to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan
L. R. Chandler

FORM E-30 50M 8-62 43906

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1962

SUBJECT: Assignment: RLP-195
Construction of pond in vicinity of
Brookings - File No. 30267
Myers Creek-Brookings Section

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

L

Attached hereto is a rough draft of a letter to Mrs. Irene Burt who recently complained that we have not lived up to our agreement in the replacement of a pond which was disturbed during the construction of the Myers Creek-Brookings Section.

Division Engineer Chandler, DMS Baker, and Resident Engineer Barnhart contacted Mrs. Burt and a copy of Mr. Chandler's teletype report is attached.

F. D. Morgan
Construction Engineer

By J. F. Putnam
J. F. Putnam
Assistant Construction Engineer

NOTED
R. L. PORTER

JFP:bjh
Attachments

cc: L. R. Chandler

RECEIVED
DEC 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 14, 1962

Mrs. Irene F. Burt
P. O. Box 1066
Brookings, Oregon

Re: R-30267 - Irene F. Burt
Myers Creek-Brookings Section
Oregon Coast Highway

Dear Mrs. Burt:

On December 12, 1962, we received a call from the Governor's office concerning your conversation with Mr. Robert Miller relative to the State Highway Department's acquisition of your property.

This is to inform you that we are requesting our Right of Way Department to make an investigation to determine whether or not the Highway Department has fully complied with the obligations undertaken by the state as set forth in your option dated May 16, 1961.

We will advise you on this matter as soon as we have received a full report from the field engineers.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
G. E. ROHDE
Assistant Counsel

NOTED
G. S. PAXSON

GER:hg
CC: Mr. Loren Hicks
Mr. G. S. Paxson
Mr. Walter T. Wright

NOTED
FORREST COOPER

RECEIVED
DEC 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

ROUGH DRAFT

Salem, Oregon
December 14, 1962

Mrs. Irene Burt
Box 1066
Brookings, Oregon

Dear Mrs. Burt:

In answer to your letter of November 8 concerning the commitments which the State Highway Department made on Right of Way File No. 30267, Myers Creek-Brookings Section, concerning the replacement of a pond on your property, we have been advised that you were contacted by Mr. L. R. Chandler, Division Engineer, Mr. George Baker and Mr. George Barnhart and that a satisfactory solution was reached concerning the capacity and the condition of the new pond. Also, that next spring further checks would be made of both the old and the new ponds and the condition of the new pond checked to see that it was holding water properly.

Thank you for bringing this matter to our attention.

Very truly yours,

JFP:fp

cc F. D. Morgan
L. R. Chandler

RSB 122 12-11-62 2 40

REASE

RE YOUR TT 67 THIS DATE, ON DECEMBER 5TH I, GEORGE BAKER AND BARNHART
MET MRS. BURT AT THE SITES OF THE OLD AND NEW PONDS WHICH SHE USES TO
IRRIGATE A LILY FIELD. SHE WAS UNDER SOME MIS APPREHENSIONS RE THE NEW
POND AND IS PROBABLY OVERRATING CAPACITY OF THE OLD ONE. I ASSURED
HER THAT WE WOULD SEE THAT NEW POND HELD THE WATER (AND IT IS APPARENTLY
DOING SO NOW). ALSO THAT WE WOULD FURTHER CHECK CAPACITIES OF BOTH OLD
AND NEW PONDS PLUS CHECKING FOR CONDITION OF BANKS NEXT SPRING. SHE
AGREED. SHE IS NOT USED TO DOING BUSINEES FOR THE FARM HERSELV AND MAY
OFTEN QUESTION THINGS.

L R CHANDLER
LF

REFERRED TO
Forrest Cooper
BY SECRETARY

Nov. 8-62

PLEASE RETURN TO
R. L. PORTER

Dear Sir;

According to a contract which I have with the State, the State is to construct a pond of the same size as the pond which was taken in the construction of the new Hi-way. the Contractor who did the highway was to construct the pond.

the Contractor built the new pond which is about 1/3 the size of the old pond. About 2 days after it was constructed 2 of its side fell in. It will not hold water and is there-fore of no value to any one.

I have gone to Mr Barnhart repeatedly and he gives me no satisfaction about the pond.

If you would rather give me a cash settlement, I would be willing to except and forget about the pond if they do not intend to put one in it which will hold water and be permanent.

I gave a temporary easement to rebuild this irrigation pond and Mr. Barnhart ask for another easement which I gladly gave as the first one that they chose was not to their liking.

I have had to forfeit a whole years rent because of no irrigation water so I would like your immediate attention on this matter.

I now have my place up for sale and can not give an accurate description of the place until this matter is settled one way or another.

Yours truly
Irene Burt

File No. 30267
Agent J. M. Morgan

Brookings
Oregon
Box 1066

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Cooke —
En

RECEIVED
DEC 12 1962
FORM E-30X—50M—5-62 43909
FOR FILING

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| 5989 |

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1962

To: **MEMO TO THE FILES**

SUBJECT: **Myers Creek-Burnt Hill Section**
**Oregon Coast Highway**
**Contract No. 5989**

The matter of low sand equivalent tests on the subject project was discussed with Paul Reidl of the Bureau of Public Roads the first part of December. This was in response to attached Memo.

Our position was stated as follows:

(1) Overlooking the test by the engineer in charge must be considered an engineering error.

(2) We did not believe any penalty could be assessed against the contractor under these circumstances.

(3) The State would accept any reasonable penalty assessed by the Bureau.

Mr. Reidl still believed further sampling of inplace base course material should be made, and the acceptability be determined by Laboratory tests and analysis before making a final decision. It was pointed out the sand equivalent test on inplace samples would very likely be worse than materials sampled at the point of manufacture.

The field testing requested is now in progress. Upon receipt of test results the Bureau of Public Roads will again be contacted for their decision.

G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachment
cc: R. L. Porter (Attach.)
L. H. Young "

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

# *Memorandum*

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 6, 1962

FROM : A. W. Parsons, Division Engineer
08-35.8-DB Salem, oregon

Morgan

CONSTRUCTION DIVISION
RECEIVED
NOV 9 1962

SUBJECT: Oregon Project FAP F-124(22)
Myers Creek-Burnt Hill
Sand Equivalent Specification

It has come to our attention, during a recent inspection of the subject project, that sand equivalent test results have been substantially below contract specification requirements. We have compiled and are attaching a tabulation of the central laboratory's test results, showing sand equivalent values for the base material. You will note that the first two samples of the 1-1/2"-0 crushed rock were within the sand equivalent specifications set forth in the special provisions on page 29, which calls for a minimum value of 35. The other tests show the material being produced as below the minimum requirement.

Your letter of October 16, 1962 states that the sand equivalent test specifications were inadvertently included in the special provisions. The test was then over looked by the engineer in charge. During the inspection of the project on September 27, 1962 this fact was verified and it was also found that equipment for performing sand equivalent tests was available for use on the project but was not being utilized.

We point out that in general the sand equivalent test, which is not included in your standard specifications, is being used in many of your project special provisions as a requirement to cover removal of objectionable fine material before it becomes incorporated in the final product.

If in this case, the sand equivalent test was inadvertently included, the final record testing does not bear out the wisdom of such an original intent since there is an indication of increased plasticity apparently from some degradation of soft material.

In any event we cannot agree that the sand equivalent specification should be waived on this project solely on the basis of satisfactory utilization of material from the same source on other projects in the vicinity. The test has its place in control of the material intended for use and cannot be excluded from use under the contract provisions simply because of non-compliance by the contractor.

REFERRED TO

Decker

By Construction Engineer

As a basis for further action on our part with regard to acceptance of the project, two factors should be considered. First, the acceptability of the base course material should be definitely established by further field testing to determine the placticity of the material in place, and to check gradation and sand equivalent values at the same time. Secondly, since the bidding on this project was based on special provisions providing for the sand equivalent test, the acceptance of material not in compliance therewith, will be conditioned upon a suitable reduction in the unit price for the material involved.

Attachment

FOR [illegible]

5989

477 Cottage Street, N.E.
Salem, Oregon

November 6, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.8-DB Salem, oregon

Oregon Project FAP F-124(22)
Myers Creek-Burnt Hill
Sand Equivalent Specification

It has come to our attention, during a recent inspection of the subject project, that sand equivalent test results have been substantially below contract specification requirements. We have compiled and are attaching a tabulation of the central laboratory's test results, showing sand equivalent values for the base material. You will note that the first two samples of the 1-1/2"-0 crushed rock were within the sand equivalent specifications set forth in the special provisions on page 29, which calls for a minimum value of 35. The other tests show the material being produced as below the minimum requirement.

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In any event we cannot agree that the sand equivalent specification should be waived on this project solely on the basis of satisfactory utilization of material from the same source on other projects in the vicinity. The test has its place in control of the material intended for use and cannot be excluded from use under the contract provisions simply because of non-compliance by the contractor.

original To Morgan
with attachment

11-9-62

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Attachment

RECEIVED
NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1962
FOR FILING

[illegible]

October 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering A. C. Curbs, Inlets and Metal Drain Pipe on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 5989, in connection with Federal-Aid Project No. F-124(22).

This work is necessary to eliminate erosion of sand fills by runoff water. We were unable to negotiate a price agreement at reasonable prices.

This work was verbally recommended for approval by the BPR Area Engineer and verbally approved by the BPR District Engineer October 11, 1962 and the Field authorized to proceed as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

9

RECEIVED
OCT 30 1962
FOR FILING

October 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering quarry-run rock on sand fill slopes on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 5989, in connection with Federal-Aid Project No. F-124(22).

This work is necessary to protect sand fill slopes from erosion during heavy rains.

This work was verbally approved by the BPR District Engineer and the Field authorized to proceed as of October 9, 1962, as an emergency measure. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
FORM E-128X 100M 4-62
OCT 18 1962

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 16, 1962

5989

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RE: Sand Equivalent Specification
Myers Creek-Burnt Hill Section
Contract No. 5989, FAP F-124(22)

Dear Sir:

When the Special Provisions were written to the subject project the sand equivalent test specification was inadvertently included and subsequently overlooked by the engineer in charge.

Two other jobs in the vicinity, the Cape Sebastian-Myers Creek Section (EBF-124(16) and the Burnt Hill-Thomas Creek Unit of the Burnt Hill-Brookings Section (EBF-124(17), were surfaced with materials from the same source in the Pistol River, with excellent results and these contracts did not contain the sand equivalent test specification. The material in question contains no P.I. or objectionable characteristics, so conformance to the sand equivalent requirement is not necessary to assure a good product.

Pistol River gravels, the source of this material, represents the only known economical source in this area. An analysis of materials produced for this project shows compliance with standard specifications. Because of this and previously mentioned service record on two major projects, we believe the material produced to be entirely acceptable for the use intended and respectfully request your concurrence in waiving the sand equivalent test requirement for this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By FDMorgan

F. D. Morgan
Construction Engineer

RECEIVED
OCT 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

cc R. L. Porter
L. R. Chandler
G. W. Harra
L. H. Young

RECEIVED
OCT 10 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5989

NOTED
R. L. PORTER

October 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RE: Sand Equivalent Specification
Myers Creek-Burnt Hill Section
Contract No. 5989, FAP F-124(22)

Dear Sir:

When the Special Provisions were written to the subject project the sand equivalent test specification was inadvertently included and subsequently overlooked by the engineer in charge.

Two other jobs in the vicinity, the Cape Sebastian-Myers Creek Section (EBF-124(16) and the Burnt Hill-Thomas Creek Unit of the Burnt Hill-Brookings Section (EBF-124(17), were surfaced with materials from the same source on the Pistol River, with excellent results and these contracts did not contain the sand equivalent test specification. The material in question contains no P.I. or objectionable characteristics, so conformance to the sand equivalent requirement is not necessary to assure a good product.

Since the materials produced from this source are of very good quality and are well within the standard specifications, we respectfully ask your concurrence in waiving the sand equivalent test requirement for this contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

MNJ:bjh:fp

cc R. L. Porter ✓
L. R. Chandler
G. W. Harra
L. H. Young

RECEIVED
OFFICE OF
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RECEIVED
SEP 21 1962
FOR FILING

F 124(22)

5989

September 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering a rock inlay to protect the present highway on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 5989, in connection with Federal-Aid Project No. F-124(22).

A slide is breaking close to the present highway southerly of Wildwood Lodge. It is necessary to take corrective measures to prevent loss of the presently used section. A rock inlay is to be placed in the slide area.

This work has been verbally approved by the BPR District and Area Engineers and the Field authorized to proceed September 11, 1962. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 11 1962

FOR FILING
5909

477 Cottage Street N.E.
Salem, Oregon

July 5, 1962

Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-124(22)
Meyers Creek - Burnt Hill Section
State Force Order No. 2
Horizontal Drains

Reference is made to your letter dated July 2, 1962 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Very truly yours,

A. W. Parsons
Division Engineer

Attachment

original To Young
with attachment
7-11-62

RECEIVED
JUL 2 1962
FOR FILING

F-124(22)

5989

July 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 233 covering horizontal drains on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 5989, in connection with Federal-Aid Project No. F-124(22).

This is an anticipated item in the contract. The work is necessary to drain cuts for the correction and prevention of expected slides. The contractor is not equipped to do this type of work. The State has the necessary special equipment and crews to do the work more economically than by separate contract. It will be necessary to coordinate this work with progress of the contractor's grading operations, which would make contracting very high in cost, if there were contractors equipped for it.

The total estimated amount of the order is $16,250.00 with federal participation of $9,750.00.

Your approval of this order under the provisions of FPM 21-6.3 on actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

Sta 570 Cont 5998

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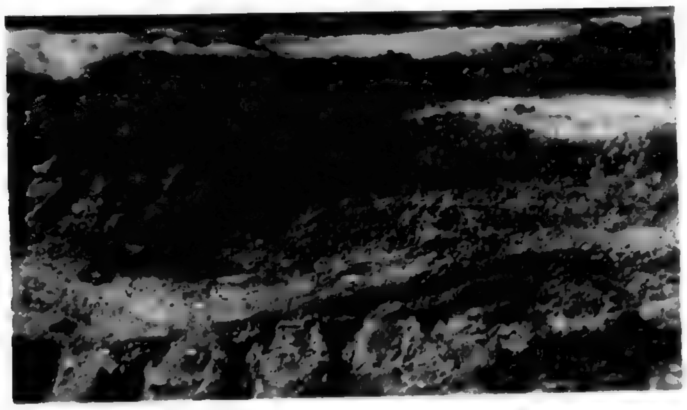

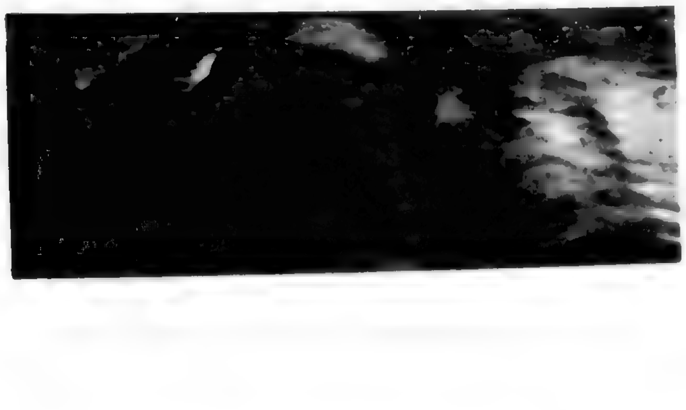

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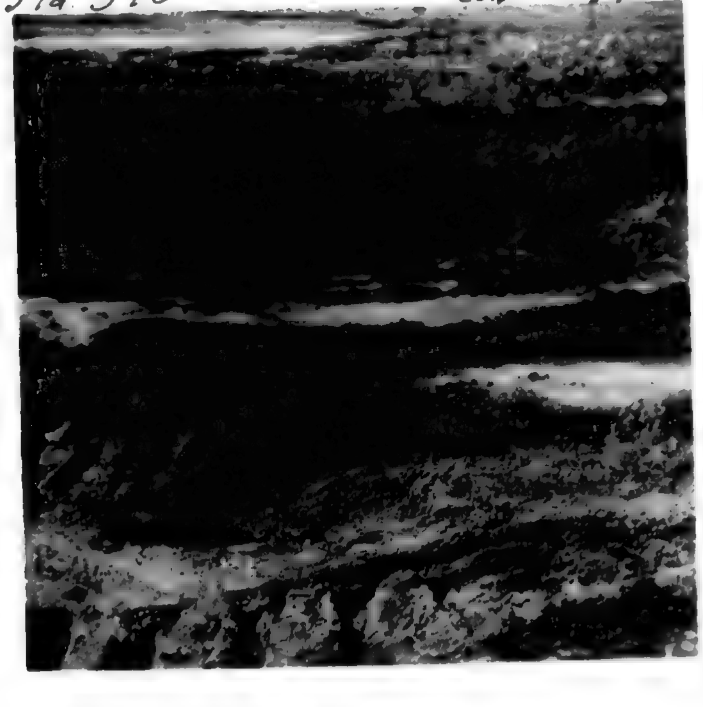

Sta 618 - 624

5-11-62

Myers Creek - Burnt Hill
Water and Sand Pocket. North of Shale Cut.

Myers Cr. - Burnt Hill
Water & Sand pocket. North of Shale Cut.

Myers Cr. - Burnt Hill
Water & Sand pocket North of Shale Cut.

Myers Creek - Burnt Hill
Cont. 5998
Below grade exc. in sand and Clay Cut.

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MAR 2 1962
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FOR FILING

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5989

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1962

SUBJECT: P.A. #2 (Eliminate Park Road)
Myers Creek-Burnt Hill
Oregon Coast Highway
Contract No. 5989

To:

MEMO TO THE FILES

See Memo of January 30, 1962, same subject.

The Parks Division reports that the probability of future need for the access road is nil, so Bridge Division made an estimate of the cost of shortening the structure. Their estimate of savings was $5,052 with a design cost of $500, for a net savings of $4,552.

Division 3 was contacted, and reported that the contractor has already ordered his reinforcing steel and parapet rail, and that the reinforcing steel has been fabricated.

Mr. Riedl, BPR was contacted, said that in view of the fact that work had already started on the structure, we should forget the shortening of this structure and construct as planned.

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Assistant Field Construction Engineer

CHB:fp

cc G. S. Paxson
R. L. Porter
Mark Astrup
Ivan Merchant
L. H. Young
C. G. Polk
L. R. Chandler

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MAR 1 1962
OFFICE [illegible]
STATE [illegible]

RECEIVED
FEB 27 1962
FOR FILING

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5989

February 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 5989, in connection with Federal Aid Project No. F-124(22).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
FEB 27 1962
FOR FIL

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5989

February 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide area pioneering on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 5989, in connection with Federal Aid Project No. F-124(22).

Slides in the areas noted are impending. Experience in this same area has proven slides to be prevalent and the amount of $100,000 was included in the P.S. & E. Documents as an anticipated item for slide removal. Pioneering and breakdown of slide areas by force account will be done to make it possible to use normal earth moving equipment. The slide removal will be done at contract prices under PA No. 2.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

To: MEMO TO FILES

SUBJECT: P.A. #2 (Eliminate Park Road)
Myers Creek-Burnt Hill
Oregon Coast Highway
Contract No. 5989

The proposed park access road under the end of the Pistol River Bridge on this project is to be deleted due to inability to obtain the desired property east of the new highway. The proposed road would have been 12' wide on a bench under the structure.

This was discussed with Mr. Riedl and Mr. Martin of the Bureau of Public Roads on January 29, 1962, who suggested that the possibility of shortening the structure by 12' be investigated. This would require a determination that future construction of the originally proposed road is highly unlikely as well as redesign of the structure.

It is recommended that the Parks Division report on the probability of future need for this road, and, if construction is not contemplated in the future, the Bridge Division report on the cost of redesign and decrease in construction costs.

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Assistant Field Construction Engineer

CHB:bjh
cc: G. S. Paxson ✓
R. L. Porter
Mark Astrup
I. D. Merchant
L. H. Young
C. G. Polk

RECEIVED
JAN 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM CD-121
(9-22-59)

5989

UNITED ST ES GOVERNMENT

# *Memorandum*

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

**DATE:** January 11, 1962

CGPolk

**FROM** : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

**SUBJECT:** Oregon Project F-124(22)
Myers Creek-Burnt Hill Section
Oregon Coast Highway
Order for State Force Work No. 1
Seed and mulch slopes
Total estimated cost - $27,250.00
Federal funds - $16,350.00

Reference is made to your letter dated December 18, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

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JAN 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1961

SUBJECT: Meyers Creek-Burnt Hill Section
Oregon Coast Highway
Contract No. 5989

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of a letter from Mr. P. M. Stephenson to Mr. R. L. Porter requesting that action be initiated to eliminate the construction of the park access ramp as shown on Sheet No.6 of the plans for the above project is self-explanatory.

Will you please take whatever steps are considered necessary to eliminate construction of this ramp. As a matter of record and documentation, a Price Agreement to cover this removal should be considered.

F. D. Morgan
Construction Engineer

By
G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:fp

Attach.

cc P. M. Stephenson
R. L. Porter
M. H. Astrup

RECEIVED
28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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December 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Order for State Work No. 1
Seeding, Mulching & Wire Netting
Myers Creek-Burnt Hill Section
Oregon Coast Highway
Project F-124(22),Cont. No. 5989

Reference is made to your letter of December 20, in which you take exception to our proposal for the installation of wire netting for erosion control by State forces. In this connection, I wish to point out that we feel that erosion control is all one problem and that the methods used are selected to fit certain specific conditions. These conditions are not obvious at the time the main contract is let. There is also the problem of coordinating a contractor's work with other work which must precede the work of installing the netting. It is felt that claims resulting from conditions precluding good coordination could more than offset any possible savings.

The installation of the wire netting must necessarily come near the finish of the job and the delay of the contractor until after all of his other work is completed would add to the cost of the work.

You comment in your letter that it has been your policy to approve State force work only on seeding and mulching and drilling for horizontal drains; however, a search of our records indicate that in the past you have participated in the installation of the wire netting by State forces. Following is a partial list of contracts in which you have participated:

| | Acres |
|---|---|
| Hay Canyon-John Day River | .75 |
| Beaver Lookout-Bullards Bridge | 3.40 |
| Sundial-Rooster Rock | .50 |
| Cape Ferrelo-Brookings | .87 |
| Thomas Creek-Cape Ferrelo | 1.26 |
| Bullards Bridge-Bandon | 1.74 |
| Burnt Hill-Hooskanaden Creek | 1.67 |
| Rowena-Chenoweth Creek | 3.73 |
| Thomas Creek-Brookings | 4.23 |
| Davis Slough-Bullards Bridge | 3.18 |
| Burnt Hill-Brookings | 3.43 |
| Bureau of Public Roads (N. Umpqua Hwy. Project 47-H) | 3.14 |
| | 27.90 |

On this specific project the State ordered 1,000 rolls of wire netting in anticipation of your participation in this work. In view of the foregoing, we ask your concurrence in approving this work by State forces as it has been done in the past.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:bb
Porter

cc: F. D. Morgan
Mark Astrup

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FOR FILING

FORM CD-121
(9-22-59)

UNITED STA[illegible] GOVERNMENT

U[illegible] DEPARTMENT OF COMMERCE

# *Memorandum*

BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

**TO** : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5949

**DATE**: December 20, 1961

Attention: Mr. L. H. Young, Office Engineer

**FROM** : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

file

**SUBJECT**: Order for State Work No. 1
Seeding, mulching & wire netting
Myers Creek-Burnt Hill Section
Oregon Coast Highway
Oregon Project F-124(22)
Contract No. 5989

Your letter of December 18, 1961 requests our approval of the subject work order. We had previously indicated our intention to approve the work. However, as now shown on the order, only $7,000 of the total estimated cost is for seeding and mulching and the remainder amounting to $20,250 is to cover installation of wire netting on sandy slopes.

It has been our policy to approve State force work only on seeding and mulching and drilling for horizontal drains. Minor amounts of other work have been approved where it is shown to be in the public interest to do so.

Inasmuch as the cost of wire netting installation in this instance amounts to such a sizable sum and the work does not presumably require highly specialized equipment or skills, it would seem suitable for construction by the contract method.

We will hold the order pending receipt of your reasons for electing to do the work entirely with State forces.

Young
Morgan
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NOTED
R. L. PORTER

FORM E 30 50M 7 60 29398

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1961

SUBJECT: Meyers Creek-Burnt Hill Section Contract, Oregon Coast Highway

To: Mr. R. L. Porter
Assistant State Highway Engineer

Under date of August 31, 1959, Mr. C. H. Armstrong wrote to Mr. W. C. Williams and requested that provision be made to permit pedestrian access underneath the south side of the bridge over Pistol River; consequently, this was included in the plans for the proposed project, as shown on Sheet No. 6, Project F-124 (22).

Inasmuch as the land east of the highway is being eliminated from the taking, there will be no need to construct the park access ramp.

It is requested that action be initiated to eliminate the construction of the park access ramp from the contract.

P. M. Stephenson

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. M. H. Astrup

CONSTRUCTION DIVISION
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OFFICE OF
STATE HIGHWAY ENGINEER

Morgan

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Lieder
By Ass't. Construction Engineer
Please handle

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FOR FILING

F-124(22)

5949

Salem, Oregon
December 19, 1961

Meyers Creek-Burnt Hill
Section Contract, Oregon
Coast Highway

Mr. R. L. Porter
Assistant State Highway Engineer

Under date of August 31, 1959, Mr. C. H. Armstrong wrote to Mr. W. C. Williams and requested that provision be made to permit pedestrian access underneath the south side of the bridge over Pistol River; consequently, this was included in the plans for the proposed project, as shown on Sheet No. 6, Project F-124 (22).

Inasmuch as the land east of the highway is being eliminated from the taking, there will be no need to construct the park access ramp.

It is requested that action be initiated to eliminate the construction of the park access ramp from the contract.

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. M. H. Astrup

MHA:ejd:er

NOTE: The original was sent to Mr. Morgan 12-21-61

RECEIVED
DEC 19 1961
FOR FILING

4989

December 18, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-238, covering seeding and mulching on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County, Contract No. 4989, in connection with Federal Aid Project No. F-124(22).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $27,750.00, with Federal participation of $16,350.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:jb
Enc.

RECEIVED
DEC 6 1961
FOR FILING

5989

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 6, 1961

Babler Bros. Inc., &
Carl M. Halvorson, Inc.,
4617 SE Milwaukie Ave.,
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5989, awarded October 20, 1961, for grading-oiling-structure on the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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DEC 1 1961
12-6
FOR FILING

Form proved; Budget Bureau No. 41-R2089

| | | |
|---|---|---|
| TRANSACTION NO. | FORM -2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | TE Oregon |
| PROJECT REPORT NO. F-124(22)1 | **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* | COUNTY Curry |
| | | PROJECT NO. F-124(22) |

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Myers Cr.-Burnt Hill Section

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | 5-21-57 | ---- |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 9-26-61 | 3.7 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 1,353,508.00 | $ 851,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Forrest Cooper
State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: R. C. Wright, Administrative Manager
Date executed by Division Engineer November 29, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Meyers Creek-Burnt Hill Section, Project No. F-124(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

November 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Myers Creek-Burnt Hill Section, Project No. F-124(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Oregon State Highway Department

Federal Aid
Project No. F-124(22)

## MYERS CREEK-BURNT HILL SECTION OF THE
## OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1961

Type Code P.E.

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | $ | $ 25,000.00 |

Type Code 5231
Roadway (Sta. 458+59.26 to Sta. 656+00)(Contract 5989)

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | $ | $ 10,000.00 |
| Drainage Excavation, Unclassified | 3,130 cu.yds. | 2.00 | 6,260.00 |
| Embankment Foundation Excavation, Unclassified | 72,800 cu.yds. | 0.30 | 21,840.00 |
| General Excavation, Unclassified | 901,400 cu.yds. | 0.40 | 360,560.00 |
| Extra for Selected Embankment Material | 112,000 cu.yds. | 0.35 | 39,200.00 |
| Short Overhaul | 2,879,000 yd.sta. | 0.005 | 14,395.00 |
| Long Overhaul | 56,300 C-yd.sta. | 0.30 | 16,890.00 |
| Finishing Roadbed and Slopes | All Required | | 5,000.00 |
| Rounding Cutbanks | 20,800 lin.ft. | 0.15 | 3,120.00 |
| 12-inch Asbestos-Protected Corrugated Metal Pipe | 70 lin.ft. | 4.00 | 280.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe | 2,000 lin.ft. | 5.00 | 10,000.00 |
| 18-inch Asbestos-Protected Corrugated Metal Pipe, 14 Gage | 260 lin.ft. | 5.75 | 1,495.00 |
| 24-inch Asbestos-Protected Corrugated Metal Pipe | 190 lin.ft. | 7.00 | 1,330.00 |
| 30-inch Asbestos-Protected Corrugated Metal Pipe | 300 lin.ft. | 9.00 | 2,700.00 |
| 48-inch Asbestos-Protected Corrugated Metal Pipe | 170 lin.ft. | 16.00 | 2,720.00 |
| 84-inch Asbestos-Protected Corrugated Metal Pipe | 220 lin.ft. | 55.00 | 12,100.00 |
| 24-inch Half Circle Corrugated Metal Pipe | 120 lin.ft. | 4.00 | 480.00 |
| 48-inch Half Circle Corrugated Metal Pipe | 180 lin.ft. | 10.00 | 1,800.00 |
| 48" - 24" Half Circle Corrugated Metal Pipe Reducers | 3 only | 250.00 | 750.00 |
| 6-inch Perforated Metal Drain Pipe | 510 lin.ft. | 2.00 | 1,020.00 |
| 8-inch Perforated Metal Drain Pipe | 12,200 lin.ft. | 2.40 | 29,280.00 |
| 12-inch Perforated Metal Drain Pipe | 550 lin.ft. | 3.00 | 1,650.00 |
| Special Backfill in Drains | 1,900 cu.yds. | 5.00 | 9,500.00 |
| Special Concrete Inlets | 3 only | 250.00 | 750.00 |
| Metal Guard Rail | 16,200 lin.ft. | 2.40 | 38,880.00 |
| Salvage and Reinstall Guard Rail | 2,000 lin.ft. | 1.00 | 2,000.00 |
| Guard Rail-Salvaged Barricade | 400 lin.ft. | 1.50 | 600.00 |
| Guide Posts, Type W-2 | 110 only | 7.00 | 770.00 |

| | | | |
|---|---|---|---|
| Type 2 Fence | 740 rods | 6.00 | $ 4,440.00 |
| Salvage and Reinstall Type 2 Fence | 16 rods | 5.00 | 80.00 |
| 14' x 48" Metal Gates | 4 only | 100.00 | 400.00 |
| Coarse Crushed Material in Base | 54,400 tons | 1.30 | 70,720.00 |
| 3/4" - 0 Material in Base | 10,000 tons | 1.40 | 14,000.00 |
| Sprinkling | 3,800 M-gal. | 2.00 | 7,600.00 |
| Preparation of Base | All Required | | 1,000.00 |
| 3/4" - 0 Material in Binder Course | 500 cu.yds. | 4.00 | 2,000.00 |
| Furnishing and Placing Aggregates | 3,600 cu.yds. | 4.50 | 16,200.00 |
| RC-3 Asphalt | 80 tons | 50.00 | 4,000.00 |
| 200-300 Asphalt | 280 tons | 50.00 | 14,000.00 |
| RS-1 Asphalt | 80 tons | 50.00 | 4,000.00 |
| | | | $733,810.00 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ 1,000.00 |
| Seeding, Mulching and Wire Netting | All Required | 30,000.00 |
| Signing (Temporary) | All Required | 300.00 |
| Slide Removal | All Required | 100,000.00 |
| Horizontal Drains | All Required | 25,000.00 |
| | | $156,300.00 |

| | |
|---|---|
| Subtotal | $890,110.00 |
| 10% Engr. & Cont. | 89,011.00 |
| Total | $979,121.00 |

**Type Code 1021**
**Pistol River Bridge (Sta. 540+70 to Sta. 546+40)(Contract 5969)**

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | $ | $ 64,000.00 |
| Structural Excavation | 1,150 cu.yds. | 7.00 | 8,050.00 |
| Structural Excavation Below Elevation Shown | 50 cu.yds. | 10.00 | 500.00 |
| Furnish Treated Timber Piling | 1,170 lin.ft. | 1.60 | 1,872.00 |
| Furnish Untreated Timber Piling | 10,320 lin.ft. | 0.90 | 9,288.00 |
| Drive Timber Piles | 298 only | 38.00 | 11,324.00 |
| Seal Concrete | 300 cu.yds. | 40.00 | 12,000.00 |
| Class "A" Concrete (1,876 cu.yds.) | All Required | | 142,500.00 |
| Metal Reinforcement (441,000 lbs.) | All Required | | 61,700.00 |
| Metal Parapet Rail | 1,137 lin.ft. | 4.90 | 5,571.30 |
| 8-inch Metal Drain Pipe | 205 lin.ft. | 4.00 | 820.00 |

| | |
|---|---|
| Subtotal | $317,625.30 |
| 10% Engr. & Cont. | 31,761.70 |
| Total | $349,387.00 |

Length of Roadway - - - - - - - - - 3.633 Miles
Length of 1 Structure - - - - - - - 0.108 Mile
Total Length- - - - - - - - - - - - 3.741 Miles
Cost of Roadway Per Mile- - - - - $269,507.56

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 25,000.00 | $ 15,000.00 | $ 10,000.00 |
| Roadway | 979,121.00 | 616,000.00 | 363,121.00 |
| Structure | 349,387.00 | 220,000.00 | 129,387.00 |
| | $1,353,508.00 | $851,000.00 | $502,508.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-124(22)

## MYERS CREEK-BURNT HILL SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 20, 1961

Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $29,000.00 |

Type Code 5231
Roadway (Sta.458+5926 to Sta. 656+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $30,000.00 |
| Drainage Excavation, Unclassified | 3,130 | cu.yds. | $3.00 | 9,390.00 |
| Embankment Foundation Excavation, Unclassified | 72,800 | cu.yds. | 1.25 | 91,000.00 |
| General Excavation, Unclassified | 901,400 | cu.yds. | 0.40 | 360,560.00 |
| Extra for Selected Embankment Material | 112,000 | cu.yds. | 0.20 | 22,400.00 |
| Short Overhaul | 2,879,000 | yd.stas. | 0.01 | 28,790.00 |
| Long Overhaul | 56,300 | C-yd.stas. | 0.35 | 19,705.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| Rounding Cutbanks | 20,800 | lin.ft. | 0.20 | 4,160.00 |
| 12-inch Asbestos Protected Corrugated Metal Pipe | 70 | lin.ft. | 4.00 | 280.00 |
| 18-inch Asbestos Protected Corrugated Metal Pipe | 2,000 | lin.ft. | 5.50 | 11,000.00 |
| 18-inch Asbestos Protected Corrugated Metal Pipe, 14-gage | 260 | lin.ft. | 6.50 | 1,690.00 |
| 24-inch Asbestos Protected Corrugated Metal Pipe | 190 | lin.ft. | 8.50 | 1,615.00 |
| 30-inch Asbestos Protected Corrugated Metal Pipe | 300 | lin.ft. | 12.00 | 3,600.00 |
| 48-inch Asbestos Protected Corrugated Metal Pipe | 170 | lin.ft. | 23.00 | 3,910.00 |
| 84-inch Asbestos Protected Corrugated Metal Pipe | 220 | lin.ft. | 65.00 | 14,300.00 |
| 24-inch Half Circle Corrugated Metal Pipe | 120 | lin.ft. | 7.00 | 840.00 |
| 48-inch Half Circle Corrugated Metal Pipe | 180 | | 18.00 | 3,240.00 |
| 48"-24" Half Circle Corrugated Metal Pipe Reducers | 3 | only | 225.00 | 675.00 |
| 6-inch Perforated Metal Drain Pipe | 510 | lin.ft. | 2.00 | 1,020.00 |
| 8-inch Perforated Metal Drain Pipe | 12,200 | lin.ft. | 2.50 | 30,500.00 |
| 12-inch Perforated Metal Drain Pipe | 550 | lin.ft. | 3.75 | 2,062.50 |
| Special Backfill in Drains | 1,900 | cu.yds. | 6.00 | 11,400.00 |
| Special Concrete Inlets | 3 | only | 100.00 | 300.00 |
| Metal Guard Rail | 16,200 | lin.ft. | 2.50 | 40,500.00 |
| Salvage and Reinstall Guard Rail | 2,000 | lin.ft. | 1.25 | 2,500.00 |

| | | | |
|---|---|---|---|
| Guard Rail-Salvaged Barricade | 400 lin.ft. | $1.50 | $600.00 |
| Guide Posts, Type W-1 | 110 only | 7.50 | 825.00 |
| Type 2 Fence | 740 rods | 6.75 | 4,995.00 |
| Salvage and Reinstall Type 2 Fence | 16 rods | 3.50 | 56.00 |
| 14'x48" Metal Gates | 4 only | 85.00 | 340.00 |
| Coarse Crushed Material in Base | 54,400 tons | 1.20 | 65,280.00 |
| 3/4"-0 Material in Base | 10,000 tons | 1.30 | 13,000.00 |
| Sprinkling | 3,800 M-gals. | 2.50 | 9,500.00 |
| Preparation of Base | All Required | | 1,500.00 |
| 3/4"-0 Material in Binder Course | 500 cu.yds. | 4.00 | 2,000.00 |
| Furnishing and Placing Aggregates | 3,600 cu.yds. | 4.00 | 14,400.00 |
| RC-3 Asphalt | 80 tons | 55.00 | 4,400.00 |
| 200-300 Asphalt | 280 tons | 53.00 | 14,840.00 |
| RS-1 Asphalt | 80 tons | 55.00 | 4,400.00 |
| | | | $836,573.50 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $1,000.00 |
| Seeding, Mulching & Wire Netting | All Required | 30,000.00 |
| Signing (Temporary) | All Required | 300.00 |
| Slide Removal | All Required | 100,000.00 |
| Horizontal Drains | All Required | 25,000.00 |
| | | $156,300.00 |
| | Subtotal | $992,873.50 |
| | 10% Engr. and Cont. | 99,286.50 |
| | Total | $1,092,160.00 |

Type Code X021
Pistol River Bridge (Sta. 540+70 to Sta. 546+40)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, etc. | All Required | | $25,000.00 |
| Structural Excavation | 1,150 cu.yds. | $6.00 | 6,900.00 |
| Structural Excavation Below Elevation Shown | 50 cu.yds. | 15.00 | 750.00 |
| Furnish Treated Timber Piling | 1,170 lin.ft. | 1.60 | 1,872.00 |
| Furnish Untreated Timber Piling | 10,320 lin.ft. | 0.90 | 9,288.00 |
| Drive Timber Piles | 298 only | 60.00 | 17,880.00 |
| Seal Concrete | 300 cu.yds. | 40.00 | 12,000.00 |
| Class "A" Concrete (1876 cu.yds. at $70.00) | All Required | | 131,320.00 |
| Metal Reinforcement (441,000 lbs at $0.125) | All Required | | 55,125.00 |
| Metal Parapet Rail | 1,137 lin.ft. | 6.00 | 6,822.00 |
| 8-inch Metal Drain PIpe | 205 lin.ft. | 4.00 | 820.00 |
| | Subtotal | | $267,777.00 |
| | 10% Engr. and Cont. | | 26,777.00 |
| | Total | | $294,554.00 |

| | |
|---|---|
| Length of Roadway | 3.633 Miles |
| Length of 1 Structure | 0.108 Mile |
| Total Length | 3.741 Miles |
| Cost of Roadway per Mile | $300,622.07 |

## Summary of Funds

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 25,000.00 | $ 15,000.00 | $ 10,000.00 |
| Roadway | 1,092,160.00 | 688,000.00 | 404,160.00 |
| Structure | 294,554.00 | 185,000.00 | 109,554.00 |
| | $1,411,714.00 | $888,000.00 | $523,714.00 |

Oregon State Highway Department

Federal Aid
Project No. F-124(22)

## MYERS CREEK-BURNT HILL SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 28, 1961

**Type Code P.E.**

| | | | |
|---|---|---|---|
| Preliminary Engineering | All Required | | $ 25,000.00 |

**Type Code 5231**
**Roadway (Sta. 458+5926 to Sta. 656+00)**

| | | | |
|---|---|---|---|
| Clearing and Grubbing | All Required | | $ 30,000.00 |
| Drainage Excavation, Unclassified | 3,130 cu.yds. | $ 3.00 | 9,390.00 |
| Embankment Foundation Excavation, Unclassified | 72,800 cu.yds. | 1.25 | 91,000.00 |
| General Excavation, Unclassified | 901,400 cu.yds. | 0.40 | 360,560.00 |
| Extra for Selected Embankment Material | 112,000 cu.yds. | 0.50 | 56,000.00 |
| Short Overhaul | 2,879,000 yd.stas. | 0.01 | 28,790.00 |
| Long Overhaul | 56,300 C-yd.stas. | 0.35 | 19,705.00 |
| Finishing Roadbed and Slopes | All Required | | 5,000.00 |
| Rounding Cutbanks | 20,800 lin.ft. | 0.20 | 4,160.00 |
| 12-inch Asbestos Protected Corrugated Metal Pipe | 70 lin.ft. | 4.00 | 280.00 |
| 18-inch Asbestos Protected Corrugated Metal Pipe | 2,000 lin.ft. | 5.50 | 11,000.00 |
| 18-inch Asbestos Protected Corrugated Metal Pipe, 14 Gage | 260 lin.ft. | 6.50 | 1,690.00 |
| 24-inch Asbestos Protected Corrugated Metal Pipe | 190 lin.ft. | 8.50 | 1,615.00 |
| 30-inch Asbestos Protected Corrugated Metal Pipe | 300 lin.ft. | 12.00 | 3,600.00 |
| 48-inch Asbestos Protected Corrugated Metal Pipe | 170 lin.ft. | 23.00 | 3,910.00 |
| 84-inch Asbestos Protected Corrugated Metal Pipe | 220 lin.ft. | 65.00 | 14,300.00 |
| 24-inch Half-Circle Corrugated Metal Pipe | 120 lin.ft. | 7.00 | 840.00 |
| 48-inch Half-Circle Corrugated Metal Pipe | 180 lin.ft. | 18.00 | 3,240.00 |
| 48"-24" Half-Circle Corrugated Metal Pipe Reducers | 3 only | 225.00 | 675.00 |
| 6-inch Perforated Metal Drain Pipe | 510 lin.ft. | 2.00 | 1,020.00 |
| 8-inch Perforated Metal Drain Pipe | 12,200 lin.ft. | 2.50 | 30,500.00 |
| 12-inch Perforated Metal Drain Pipe | 550 lin.ft. | 3.75 | 2,062.50 |
| Special Backfill in Drains | 1,900 cu.yds. | 6.00 | 11,400.00 |
| Special Concrete Inlets | 3 only | 100.00 | 300.00 |

| | | | |
|---|---|---|---|
| Metal Guard Rail | 16,200 lin.ft. | $ 2.50 | $ 40,500.00 |
| Salvage and Reinstall Guard Rail | 2,000 lin.ft. | 1.25 | 2,500.00 |
| Guard Rail-Salvaged Barricade | 400 lin.ft. | 1.50 | 600.00 |
| Guide Posts, Type W-2 | 110 only | 7.50 | 825.00 |
| Type 2 Fence | 740 rods | 6.75 | 4,995.00 |
| Salvage and Reinstall Type 2 Fence | 16 rods | 3.50 | 56.00 |
| 14' x 48" Metal Gates | 4 only | 85.00 | 340.00 |
| Coarse Crushed Material in Base | 54,400 tons | 1.30 | 70,720.00 |
| 3/4" - 0 Material in Base | 10,000 tons | 1.40 | 14,000.00 |
| Sprinkling | 3,800 M-gals. | 2.50 | 9,500.00 |
| Preparation of Base | All Required | | 1,500.00 |
| 3/4" - 0 Material in Binder Course | 500 cu.yds. | 4.00 | 2,000.00 |
| Furnishing and Placing Aggregates | 3,600 cu.yds. | 4.00 | 14,400.00 |
| RC-3 Asphalt | 80 tons | 55.00 | 4,400.00 |
| 200-300 Asphalt | 280 tons | 53.00 | 14,840.00 |
| RS-1 Asphalt | 80 tons | 55.00 | 4,400.00 |
| | | | $ 876,613.50 |

| | | |
|---|---|---|
| Flagging (57½% of Contractor's Cost) | All Required | $ 1,000.00 |
| Seeding, Mulching and Wire Netting | All Required | 30,000.00 |
| Signing (Temporary) | All Required | 300.00 |
| Slide Removal | All Required | 100,000.00 |
| Horizontal Drains | All Required | 25,000.00 |
| | | $ 156,300.00 |
| | Subtotal | $1,032,913.50 |
| | 10% Engr. & Cont. | 103,290.50 |
| | Total | $1,136,204.00 |

Type Code X021
Pistol River Bridge (Sta. 540+70 to Sta. 546+40)

| | | | |
|---|---|---|---|
| Shoring, Cribbing, Etc. | All Required | | $ 25,000.00 |
| Structural Excavation | 1,150 cu.yds. | $ 6.00 | 6,900.00 |
| Structural Excavation Below Elevation Shown | 50 cu.yds. | 15.00 | 750.00 |
| Furnish Treated Timber Piling | 1,170 lin.ft. | 1.60 | 1,872.00 |
| Furnish Untreated Timber Piling | 10,320 lin.ft. | 0.90 | 9,288.00 |
| Drive Timber Piles | 298 only | 60.00 | 17,880.00 |
| Seal Concrete | 300 cu.yds. | 40.00 | 12,000.00 |
| Class "A" Concrete (1,876 cu.yds. at $70.00) | All Required | | 131,320.00 |
| Metal Reinforcement (441,000 lbs. at $0.125) | All Required | | 55,125.00 |
| Metal Parapet Rail | 1,137 lin.ft. | 6.00 | 6,822.00 |
| 8-inch Metal Drain Pipe | 205 lin.ft. | 4.00 | 820.00 |
| | Subtotal | | $ 267,777.00 |
| | 10% Engr. & Cont. | | 26,777.00 |
| | Total | | $ 294,554.00 |

Length of Roadway - - - - - - - - - - - 3.633 Miles
Length of 1 Structure - - - - - - - - - 0.108 Mile
Total Length - - - - - - - - - - - - - 3.741 Miles
Cost of Roadway Per Mile - - - - - - - $312,745.39

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 25,000.00 | $ 15,000.00 | $ 10,000.00 |
| Roadway | 1,136,204.00 | 715,000.00 | 421,204.00 |
| Structure | 294,554.00 | 185,000.00 | 109,554.00 |
| | $1,455,758.00 | $ 915,000.00 | $540,758.00 |

Oregon State Highway Department

Federal Aid
Project No. F-124(22)

## MYERS CREEK-BURNT HILL SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 9, 1961

### Type Code P.E.

| | | | | |
|---|---|---|---|---|
| Preliminary Engineering | All | Required | | $ 25,000.00 |

### Type Code 5231
### Roadway (Sta. 458+59.26 to Sta. 656+00)

| | | | | |
|---|---|---|---|---|
| Clearing and Grubbing | All | Required | | $ 30,000.00 |
| Drainage Excavation, Unclassified | 3,130 | cu.yds. | $ 3.00 | 9,390.00 |
| Embankment Foundation Excavation, Unclassified | 72,800 | cu.yds. | 1.25 | 91,000.00 |
| General Excavation, Unclassified | 901,400 | cu.yds. | 0.42 | 378,588.00 |
| Extra for Selected Embankment Material | 112,000 | cu.yds. | 0.50 | 56,000.00 |
| Short Overhaul | 2,879,000 | yd.stas. | 0.01 | 28,790.00 |
| Long Overhaul | 56,300 | C-yd.stas. | 0.35 | 19,705.00 |
| Finishing Roadbed and Slopes | All | Required | | 5,000.00 |
| Rounding Cutbanks | 20,800 | lin.ft. | 0.20 | 4,160.00 |
| 12-inch Asbestos Protected Corrugated Metal Pipe | 70 | lin.ft. | 4.00 | 280.00 |
| 18-inch Asbestos Protected Corrugated Metal Pipe | 2,000 | lin.ft. | 5.50 | 11,000.00 |
| 18-inch Asbestos Protected Corrugated Metal Pipe, 14 Gage | 260 | lin.ft. | 6.50 | 1,690.00 |
| 24-inch Asbestos Protected Corrugated Metal Pipe | 190 | lin.ft. | 8.50 | 1,615.00 |
| 30-inch Asbestos Protected Corrugated Metal Pipe | 300 | lin.ft. | 12.00 | 3,600.00 |
| 48-inch Asbestos Protected Corrugated Metal Pipe | 170 | lin.ft. | 23.00 | 3,910.00 |
| 84-inch Asbestos Protected Corrugated Metal Pipe | 220 | lin.ft. | 65.00 | 14,300.00 |
| 24-inch Half Circle Corrugated Metal Pipe | 120 | lin.ft. | 7.00 | 840.00 |
| 48-inch Half Circle Corrugated Metal Pipe | 180 | lin.ft. | 18.00 | 3,240.00 |
| 48"-24" Half Circle Corrugated Metal Pipe Reducers | 3 | only | 225.00 | 675.00 |
| 6-inch Perforated Metal Drain Pipe | 510 | lin.ft. | 2.00 | 1,020.00 |
| 8-inch Perforated Metal Drain Pipe | 12,200 | lin.ft. | 2.50 | 30,500.00 |
| 12-inch Perforated Metal Drain Pipe | 550 | lin.ft. | 3.75 | 2,062.50 |
| Special Backfill in Drains | 1,900 | cu.yds. | 6.00 | 11,400.00 |
| Special Concrete Inlets | 3 | only | 100.00 | 300.00 |
| Metal Guard Rail | 16,200 | lin.ft. | 2.50 | 40,500.00 |
| Salvage and Reinstall Guard Rail | 2,000 | lin.ft. | 1.25 | 2,500.00 |

| | | | | |
|---|---|---|---|---|
| Guard Rail-Salvaged Barricade | 400 | lin.ft. | $ 1.50 | $ 600.00 |
| Guide Posts, Type W-2 | 110 | only | 7.50 | 825.00 |
| Type 2 Fence | 740 | rods | 6.75 | 4,995.00 |
| Salvage and Reinstall Type 2 Fence | 16 | rods | 3.50 | 56.00 |
| 14'x48" Metal Gates | 4 | only | 85.00 | 340.00 |
| Coarse Crushed Material in Base | 54,400 | tons | 1.30 | 70,720.00 |
| 3/4" - 0 Material in Base | 10,000 | tons | 1.40 | 14,000.00 |
| Sprinkling | 3,800 | M-gals. | 2.50 | 9,500.00 |
| Preparation of Base | All | Required | | 1,500.00 |
| 3/4" - 0 Material in Binder Course | 500 | cu.yds. | 4.00 | 2,000.00 |
| Furnishing and Placing Aggregates | 3,600 | cu.yds. | 4.00 | 14,400.00 |
| RC-3 Asphalt | 80 | tons | 55.00 | 4,400.00 |
| 200-300 Asphalt | 280 | tons | 53.00 | 14,840.00 |
| RS-1 Asphalt | 80 | tons | 55.00 | 4,400.00 |
| | | | | $ 894,641.50 |
| Flagging (57½% of Contractor's Cost) | All | Required | | $ 1,000.00 |
| Seeding, Mulching & Wire Netting | All | Required | | 30,000.00 |
| Signing (Temporary) | All | Required | | 300.00 |
| Slide Removal | All | Required | | 100,000.00 |
| Horizontal Drains | All | Required | | 25,000.00 |
| | | | | $ 156,300.00 |
| | Subtotal | | | $1,050,941.50 |
| | 10% Engr. & Cont. | | | 105,090.50 |
| | Total | | | $1,156,032.00 |

Type Code X021
Pistol River Bridge (Sta. 540+70 to Sta. 546+40)

| | | | | |
|---|---|---|---|---|
| Shoring, Cribbing, Etc. | All | Required | | $ 25,000.00 |
| Structural Excavation | 1,150 | cu.yds. | $ 6.00 | 6,900.00 |
| Structural Excavation Below Elevation Shown | 50 | cu.yds. | 15.00 | 750.00 |
| Furnish Treated Timber Piling | 1,170 | lin.ft. | 1.60 | 1,872.00 |
| Furnish Untreated Timber Piling | 10,320 | lin.ft. | 0.90 | 9,288.00 |
| Drive Timber Piles | 298 | only | 60.00 | 17,880.00 |
| Seal Concrete | 300 | cu.yds. | 40.00 | 12,000.00 |
| Class "A" Concrete (1876 cu.yds. at $75.00) | All | Required | | 140,700.00 |
| Metal Reinforcement (441,000 lbs. at $0.14) | All | Required | | 61,740.00 |
| Metal Parapet Rail | 1,137 | lin.ft. | 6.00 | 6,822.00 |
| 8-inch Metal Drain Pipe | 205 | lin.ft. | 4.00 | 820.00 |
| | Subtotal | | | $ 283,772.00 |
| | 10% Engr. & Cont. | | | 28,377.00 |
| | Total | | | $ 312,149.00 |

Length of Roadway - - - - - - - - - - - 3.633 Miles
Length of 1 Structure - - - - - - - - - 0.108 Mile
Total Length - - - - - - - - - - - - - 3.741 Miles
Cost of Roadway Per Mile - - - - - - $318,203.13

## SUMMARY OF FUNDS

| Description | Total Cost | Federal Funds | State Funds |
|---|---|---|---|
| Preliminary Engineering | $ 25,000.00 | $ 15,000.00 | $ 10,000.00 |
| Roadway | 1,156,032.00 | 728,000.00 | 428,032.00 |
| Structure | 312,149.00 | 196,000.00 | 116,149.00 |
|  | $1,493,181.00 | $939,000.00 | $554,181.00 |

RECEIVED
OCT 24 1961
FOR FILING
F-124(22)
5989

477 Cottage Street, N.E.
Salem, Oregon

October 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-124(22)

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project F-124(22), Myers Creek-Burnt Hill Section of the Oregon Coast Highway, we hereby concur, as of this date, in award of Contract No., 5989 to Babler Bros. Inc. and Carl M. Halvorsen, Inc., of Portland, Oregon, low bidder in the amount of $1,051,435.30 at the October 18, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
P 29 1961

FOR FILING
F-124(22)

5989 ✓

477 Cottage Street, N.E.
Salem, Oregon

September 26, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-124(22)

We have today approved the P. S. and E. documents for Oregon Project F-124(22), Myers Creek-Burnt Hill Section of the Oregon Coast Highway subject to the final review of the plans and specifications for the roadway and structure.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

It is understood that the obtaining of materials from the listed source; State-controlled gravel deposit along the Pistol River, known as the Walker Gravel Bar, may be in question. Contractors on projects underway at the present time are utilizing this source for crushed rock material and necessary acquisition of additional areas for material is not possible until settlement of royalties on this present usage is effected. If settlement is reached and the contractor elects to utilize this quarry source, participation in the royalties will be withheld unless prospective contractors are notified of these existing royalties prior to the bid opening.

Porter

RECEIVED
SEP 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-129(33)

3929

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 25, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Right of Way Status
Myers Creek-Burnt Hill
Section
Proposed Bid Opening
October 18, 1961

Dear Sir:

All rights of way or rights of entry have been secured with the exception of File No. 30271 - Anderson - $6,500.

This file contains a substantial tract of acreage desired for park development. Mr. Anderson has requested that filing be deferred as long as possible.

There is no possibility of reconciling our outstanding differences. A filing will be completed by Wednesday, September 27.

No utilities are involved.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg
Attachment

cc Mr. Forrest Cooper ✓
Mr. R. L. Porter
Mr. L. I. Lindas

RECEIVED
AUG 23 1961
FOR FILING
F-124 [illegible]
[illegible]

August 22, 1961

Hon. R. F. Chapman
Post Office Box 242
Coos Bay, Oregon

Dear Senator:

Mr. Sipprell has advised me of your request for information as to calling for bids on the Myers Creek-Burnt Hill Section of US101, this being the last section to be contracted. Our present plans call for opening of bids on this section in either October or November, but it will probably be November. Our surveys and design are almost completed, but right-of-way acquisitions have been moving very slowly on this section, and it appears that several condemnations will be necessary. Considering the right-of-way difficulties, I believe that November will probably be the time for opening of bids.

A considerable amount of this section lies in sandy terrain which can be worked during the winter months, and I think there is no question but that the road will be completed and opened to traffic in the fall of 1962.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mo

cc Forrest Cooper
Ralph Sipprell

I-80N-2(23) Hood River UPRR Overcross- 1961
61 ing, eastbound, Columbia
#5990 River Hwy.

RR 541
RR 372

RECEIVED
OCT 20 1965
FORM E-90X—60M—1-65 SP*6418-734
FOR FILING
I-8[illegible]-2[illegible]

**OREGON STATE HIGHWAY DEPARTMENT**
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 5, 1965

To: Mr. G. E. Rohde
Chief Counsel

Office

SUBJECT: File L-4616 --Contract #6250
Pacific Concrete vs. State
Quinton Undercrossing

File L-4620 -- Contract #5990
Pacific Concrete vs. State
Hood River U.P.R.R. O-Xing

Enclosed is a copy of my largely non-committal letter to the contractor's attorney, in response to his inquiry whether these cases could be either settled or submitted to the court under an agreed statement of facts. As you will see, both cases have been set for trial in Marion County on November 12, 1965.

In the Quinton Undercrossing case, File L-4616, the contractor seeks to recover $226.91, for alleged extra work in preparation of slopes for paving. Our position, simply stated, is that the work in question was covered by a specific bid item, under which full payment has been made. Trial will involve primarily a factual determination as to the nature of the work performed, and a legal determination as to whether it was covered by the bid item. In my opinion we have a better than even chance to prevail on this claim.

In the Hood River U.P.R.R. Overcrossing case, File L-4620, the same contractor seeks to recover $1405.39, a portion of railroad relocation charges assessed against him in connection with a haul road agreement. Essentially, the contractor's claim is that this $1405.39 was for relocation of an "H" pole and other communication facilities which was not his responsibility. Our position is that the work in question was not required by our original agreement with the railroad, and was deemed necessary solely to allow use of the haul road. The situation is somewhat muddled by the fact that the contract requires the contractor obtain his own crossing agreement with the railroad. In accordance with the usual practice, the railroads refusing to deal directly with our contractors, we actually negotiated the crossing agreement with the railroad on behalf of the contractor. The railroad billed us for their resulting costs, and we, in turn, withheld a like amount from the contractor. If this does not unduly becloud the issue, we should prevail on the merits.

However, there are no "sure things" in litigation. Win or lose, our expenses in defending these cases are likely to approach or exceed the amounts at stake, considering the time off the job for our resident engineers and other witnesses, in addition to the out-of-pocket costs and time of the legal division. Experience indicates that any litigation arising out of highway construction becomes somewhat complex. The duration of a trial can be controlled by the amount at stake to only a limited degree. These same considerations, of course, apply at least equally to the other side. Frankly, I cannot see how litigating these two claims can possibly make economic sense from the contractor's standpoint.

There are at least three possible approaches to these cases; deciding which one to take is, to some extent, a matter of policy:

(1) Defend them "to the hilt;" this will be quite expensive to both parties, relative to the amounts involved, and should have a tendency to discourage further contract litigation for such small rewards, regardless of the outcome of these particular cases.

(2) Attempt to settle for something less than the full amount. I have little doubt this is the most economical way out of these particular cases, even assuming we could win in court. It is also the most economical to the contractor, and is probably what he believed would happen when he filed the suits. I would guess that both cases could probably be settled for somewhere between $750 and $1,000. If settlement is deemed advisable, we could save ourselves (and the contractor) the expense of trial preparation by opening negotiations now, rather than on the eve of trial as in the past.

(3) Let the court decide, but try to keep the cost at a minimum, by such means as waiving jury trial, stipulating to facts wherever possible, etc. This is a middle ground, probably more expensive than settling, but with at least some tendency to discourage inconsequential contract litigation in the future.

It should be borne in mind that if we choose the first, or even the third, alternative, the court, consciously, or unconsciously, might feel that the trials are a waste of its time and the taxpayers' money, especially in the $226 case. If so, the fault would probably be attributed to both parties. This attitude , of course, would not be wholly without justification. Since we undoubtedly try more cases in Marion County than this contractor or its attorneys do, the long-range result of this would be more detrimental to us than to the contractor.

I will appreciate your comments or instructions as to how to best proceed at your earliest convenience.

ALAN H. JOHANSEN
Attorney

AHJ:ks

cc: R. L. Porter
Tom Edwards
Ivan Merchant

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123A 80M 9-64

RECEIVED
OCT 20 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1965

Mr. Millard J. Heitkemper
Attorney at Law
Suite 540, Pacific Building
Portland, Oregon 97204

Re: Pacific Concrete vs. State (two cases)
Case No. 575-21 - Our File L-4616
Case No. 575-22 - Our File L-4620

Dear Mr. Heitkemper:

Thank you for your letter dated September 29, 1965, relating to the above cases. We had not, when your letter arrived, as yet received notification from the Clerk as to the trial date scheduled for November 12, 1965.

At the present time, I cannot unequivocally rule out the possibility that the State might be interested in attempting to compromise these cases, or either of them. However, neither am I in a position to extend any offer or to even suggest negotiations. I am presently operating on the assumption that it will be necessary to try these cases, and I cannot in good faith encourage you to assume otherwise.

As to the suggestion in your letter of February 12, regarding an agreed statement of facts, I believe that our answers set forth accurately our position in respect to each of these cases. While we of course agree that your client did some work under the respective contracts, it seems to be a fair statement that there is serious difference of opinion as to whether, under each contract, the nature of the work in question and the payments previously made were such as to entitle your client to any extra or additional compensation under the respective contracts. In order to resolve these differences, it appears that a full hearing on the merits will probably be necessary.

However, if you believe it would be beneficial to stipulate to certain preliminary facts, not contrary to our answers, we would be happy to consider any proposed agreed statement of facts, or stipulation of facts, which you might care to submit to us.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Attorney

AHJ:ks

cc: Tom Edwards
Ivan Merchant
G. E. Rohde
Frank McKinney

T ON-2(23)61

**COOKINGHAM AND MALETIS**
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 228-8491

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS
ALLARD JAMES HEITKEMPER

LEO J. HANLEY 1925-1958

5990

September 4, 1964

Mr. Floyd Query, Secretary
State Highway Commission,
Salem, Oregon 97310

Re: Pacific Concrete Company vs. State of Oregon, by and through and in the name of the State Highway Commission - No. 303242 and No. 303241

Dear Mr. Query:

My records indicate that the State was served in both the above mentioned cases on August 13, 1964.

Please be advised that if you have not made an appearance in these suits within ten days from the date of this letter, I will proceed to take default.

Very truly yours,

ALLARD JAMES HEITKEMPER

AJH:mm

Copy to Lindas 9-8-64

STATE HIGHWAY COMMISSION

RECEIVED
FORM E-138
SEP 24 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1964

4770 Oregon State Highway Commission

2/

Re: Pacific Concrete Company
v.
State of Oregon, by and through
its State Highway Commission
(two cases) File No. L-4616
Case No. 303241

Hardy G. Hand v. Howard C. Johnson,
(Departmental Employe)
File No. L-4618 Case No. 24-775

Gentlemen:

With this report I call your attention to the filing of three legal actions, two against the State of Oregon by and through its State Highway Commission and one against Mr. Howard C. Johnson, an employe of the State Highway Department. The gist of the three actions is as follows:

1. Pacific Concrete Company v. State of Oregon, by and through its State Highway Commission--Circuit Court State of Oregon, for the County of Multnomah.

This is an action in which the plaintiff is praying for a judgment against the State of Oregon in the sum of $226.91 for additional work performed in connection with the Blalock Overcrossing of the Union Pacific Railroad on the Columbia River Highway in Gilliam County, Oregon.

It is alleged that the amount is due on account of additional work done in connection with the preparation of slopes of the Blalock Overcrossing. They allege that we agreed to pay for the same and now have rejected their claim.

2. Pacific Concrete Company v. State of Oregon, by and through its State Highway Commission--Circuit Court State of Oregon, for the County of Multnomah.

This is an action in which the plaintiff is demanding the sum of $1,405.39, in the amount they say is due them for work they have done in connection with the Hood River Overcrossing of the Union Pacific Railroad.

FLO [illegible] RY

It is alleged that we have deducted from the amount of their final estimate, the sum of $1,405.39 in connection with the rearrangement of the signal and communication line of the Union Pacific Railroad in the vicinity of the overcrossing. They allege that the work done in the rearrangement was the responsibility of the Union Pacific Railroad and not that of the plaintiff and that the deduction of the amount from their final estimate was improper on our part and demand judgment for that sum.

3. Hardy G. Hand v. Howard C. Johnson--Circuit Court State of Oregon, for the County of Lincoln.

Action was instituted by Mr. Hand against Mr. Howard C. Johnson, one of our District Maintenance Superintendents, demanding judgment in the sum of $77,371.57.

This demand arises out of an automobile accident that occurred in November of 1962 on a relocated portion of the main north and south U. S. Highway 101 in Lincoln County. The relocated section is an off leg northbound from old Highway 101 in the vicinity of Otis.

At the time of the accident, this portion of the highway was not yet completed but prior to the time of the accident it is alleged that it was being used by the public.

It is further alleged that on November 10, 1962, Mr. Johnson in connection with our duties to maintain this segment of the relocated portion of the highway pending its completion, placed a cable across the unopened highway. In the early morning of that date, the plaintiff operating a jeep ran into the cable and suffered serious personal injuries.

It is alleged that Mr. Johnson was careless and negligent in failing to place warning signs where this unopened segment of road took off from the main Highway 101; in causing the cable to be placed across that portion of the road that had been used by the public without placing approaching warning signs; and in causing the cable to be placed across the road without placing warning lights, flags, signs or other insignia or indications that the cable had been placed.

The first two cases have been assigned to our trial staff for handling and the third case has been forwarded to our insurance carrier for handling. I shall keep you fully informed of the progress of all.

Very truly yours,

L. I. Lindas
Chief Counsel

LIL:lb
cc--Forrest Cooper --Tom Edwards
--R. L. Porter --Floyd Query
--P. M. Stephenson --C. H. Maison
--Lloyd P. Shaw --Robert Y. Thornton

RECEIVED
AUG 13 1964

FOR FILING

I 5-2 (23) 1

5990

August 13, 1964
Salem, Oregon

Mr. L. I. Lindas
Chief Counsel

DEPARTMENT

Attached is a Summons and Complaint in the Multnomah County Circuit Court by Pacific Concrete Company vs. State Highway Commission in the amount of $1,405.39 on our Contract #6250.

Also attached is a Summons and Complaint in the Multnomah County Circuit Court by Pacific Concrete Company vs. State Highway Commission in the amount of $226.91 on our Contract #5990.

These papers were served on me at 9:55 a.m. this morning by the Marion County Sheriff Deputy.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

Attachments (2)

FORM E-123X 50M 12-62

RECEIVED
JUL 10 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

5990

July 9, 1964

Pacific Concrete Company
General Contractors
P. O. Box 7643
Portland 20, Oregon

Gentlemen:

Hood River Overcrossing of the
Union Pacific Railroad
Contract No. 5990

Reference is made to your letter of June 22 submitting a claim for $1,405.39 for work in connection with your haul road on the subject contract.

At the beginning of this job you requested the State to negotiate a haul road agreement with the Union Pacific Railroad for use during construction. This the State did by negotiating a supplemental agreement with the Railroad at which time you were informed that all costs in connection with this supplemental agreement pertaining to the haul road would be assessed against you. This is still the State's contention and, therefore, the claim in the above-mentioned amount is denied.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson-w/att.
Mr. L. I. Lindas-w/att.

NOTED
P. M. STEPHENSON

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1964
FOR FILING

| |
|---|
| I-5IV-2([illegible]) |
| |
| 5990 |

9

**PACIFIC CONCRETE COMPANY** GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

June 22, 1964

[illegible]D TO
Stephenson

State of Oregon
State Highway Department
Salem 10, Oregon

Re: Contract No. 5990

Gentlemen:

In analyzing the final payments and the UPRR bills on the subject project, we hereby submit our claim of $1,405.39. This amount is the amount we feel is due us for installing signal lines.

A complete explanation of the claim is outlined in our letter dated February 23, 1962, which we enclose for your review. Also it is perfectly outlined in your plans and specifications that a contractor is not responsible for the removal or placing back of railroad communication lines, etc.

Therefore, if we have not received payment in this amount within the next 30 days, please be notified that we will commence suit.

Sincerely yours,

PACIFIC CONCRETE COMPANY

Otis P. Jordan Jr.

Otis P. Jordan, Jr.
President

OPJ:om
enclosure

cc: James C. Maletis

orig & encl.
to Merchant
6-24

RECEIVED
JUN 23 1964
OREGON
STATE HIGHWAY COMMISSION

450
Site file

February 23, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Ivan D. Merchant, Bridge Engineer

Reference: Hood River Overcrossing on the Union Pacific Railroad
Contract Number 5990

Gentlemen:

Reference is made to your letter dated February 16, 1962.

We are in perfect agreement with the expense to us of installing and removing 4 thirty foot plank crossings at the price of $1,080.00, and the contingencies of $192.00. We cannot agree that the other items such as the installation and removal of communication cable and removal and restore communication circuits, as well as the relocation of joint signal communication "H" fixture, the labor and material additives of $[illegible]68.00 can be construed to be our responsibility.

In all of my correspondence and conferences concerning the construction roadway I have always maintained that the removal of the lines and "H" fixture is the State's responsibility and not ours. I refer you to page 25 of our contract under the heading "Work by Railroad Company". I also refer you to drawing #17045 of the above referenced contract. The note clearly states, "Protection of railroad communication and signal lines during construction to be provided by others". I also wish to call your attention to sheet #3 which clearly shows the right of way line far outside of the line of our work road.

If you recall, we wanted to place the work road approximately forty feet over from the edge of the structure. However, you pointed out that this would cost some $5,000.00. You also felt that we could squeeze by the "H" structure. In a spirit of cooperation, I agreed that if we could get by the "H" structure there would be no necessity to move it. However, it was proven by field measurement that the "H" structure was in fact an obstacle, and that in no way could the machinery get in between the "H" structure and the existing highway structure. It would not have been possible to construct the bridge without getting equipment on to the work area and this could only habe been accomplished by the work route we used.

COPY

Page Two
February 23, 1962

In accordance with your letter of February 16th, we are returning one copy each of Union Pacific letter dated February 7, 1962 and supplemental agreement between Oregon - Washington Railroad & Navigation Company, Union Pacific Railroad Company and State of Oregon.

Sincerely yours,

PACIFIC CONCRETE COMPANY

By ______________________
Otis P. Jordan, Jr.

Enclosure

cc: Enrique Rodriquez
Dean Swift

OPJ:lg

COPY

RECEIVED
MAY 26 1964

FOR FILING

5990

May 25, 1964

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

The information which you requested in your letter of May 20 concerning the status of three contracts of the Pacific Concrete Co. is as follows:

Contract No. 5990 - Hood River UPRR Overcrossing - The final warrant is now being prepared and should be mailed to the contractor within the next few days.

Contract No. 6151 - Hood River Bridge Widening - There is still some minor work to be performed before this project is completed.

Contract No. 6250 - Quinton Undercrossing & Blalock Overcrossing - Completed March 27, 1964; accepted by the State Highway Commission May 1, 1964.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

**MERCER**
**STEEL CO., INC.**

Reinforcing Steel and
Building Specialties
Phone 226-2511
2636 N.W. 26th AVE.
PORTLAND 10, OREGON

May 20, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Floyd Query, Secretary

Subject: Pacific Concrete Company
OSHD Contract Nos. 5990, 6151, and 6250

Gentlemen:

Your correspondence dated February 14, indicates that contract No. 5990 had reached a 100 per cent completion, however, that the Hood River Uprr Overcrossing, payment was being withheld pending the railroad billing. We would appreciate knowing if to date this matter has been concluded and if so, has final payment been made to the general contractor.

Warrant now being prepared,

Final Vouch. #30076

Reference OSHD Contract No. 6151, your correspondence indicates that this job had only minor work to do pending 100% completion. We would appreciate knowing if to date this project has reached a 100% completion status, and if so, has final payment been made to the general contractor. We also ask that you furnish the acceptance date by the state if this structure has been accepted.

Approx. 99% Compl. Minor deck patching

With reference to OSHD Contract 6250, we would appreciate knowing the current completion status of this job, and if this project has reached a 100% completion and if this project has reached a 100% completion date, would you likewise advise us as to the date of acceptance by the owners.

Compl. 3/27/64
Accepted: 5/1/64

A prompt reply from you with reference to the above would be appreciated.

RECEIVED
MAY 21 1964
OREGON
STATE HIGHWAY COMMISSION

Sincerely,

Richard D Hall

RICHARD D. HALL

RDH:mb

NOTED
C. W. HEAD

Cc, please reply 7E (Info- from Kieth Rebo)

RECEIVED
MAY 7 - 1964
FOR FILING
I-80N-2(23)
5990

May 6, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

RE: Contract #5990
Revision of our letter
of March 27, 1964, on
Final Payment

Gentlemen:

On March 27, 1964, we wrote to you concerning release of final payment on contract #5990, awarded to Pacific Concrete Co., for the Hood River UPRR Overcrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

The revised final payment on this contract is $6,225.47 and the total contract amount is $275,509.26, including $574.15 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

cc: Pacific Concrete Co.,
P. O. Box 7648
Portland 20, Oregon

cc: C. H. Maisen
Attn.: John Herr

Date: 5-6-64

Floyd Query
Commission Secretary

A voucher has been prepared to pay Final (re-written)

Contract No. 5990, Est. No. 13, Date: 5/5 — 15/63, Amt. $ 6,225.47

Contractor Pacific Concrete Company

Totals to date: Paid to contractor $ 275,509.26

Amount of force account $ 574.15

Amount of retained percentage $

Claims Section
Accounting Division

3/64

RECEIVED
MAR 30 1964
FOR FILING

[illegible]

[illegible]

March 30, 1964

Glens Falls Insurance Company
P. O. Box 3322
San Francisco 6, California

Attention: Mr. Peretti
Pacific Region Bond Department

Gentlemen:

This is in reply to your letter of March 26 concerning the final contract price on the Pacific Concrete Company Contract No. 5990, Hood River UPRR Overcrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

The final payment on this contract is $6,090.49 and the total contract price is $275,374.28, including $574.15 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY
PACIFIC REGION
POST OFFICE BOX 3322
SAN FRANCISCO 6, CALIFORNIA

GLENS FALLS INSURANCE COMPANY [illegible]

March 26, 1964

Mr. Floyd Query
Secretary
State of Oregon
State Highway Department
Oregon State Highway Commission
Salem 10, Oregon

Dear Sir:

Re. Bond No. 86-06-87
PACIFIC CONCRETE COMPANY -to-
Oregon State Highway Department -for-
Hood River UPRR overcrossing Project
Mitchell Point - Hood River Section
Columbia River Highway
Hood River County - Bridge No. 5990
Contract No. 5990

---

Reference is made to your letter of October 3, 1963 advising that captioned contract was completed May 15, 1963, and accepted by the Highway Commission on October 2, 1963.

We are now wondering if the final contract price of this job has been determined in the meantime. If so, may we request that you kindly indicate the amount of same - at the bottom of this letter - so that we may adjust our records accordingly and properly close our file.

Your usual cooperation and courtesy will be sincerely appreciated.

Yours very truly.

Peretti

Pacific Region Bond Department

RECEIVED
MAR 30 1964
OREGON
STATE HIGHWAY COMMISSION

Cc
please reply
FG

kp
Encl. stamped self-addressed envelope
for your convenience in replying.

NOTED
C. W. HEAD

RECEIVED
MAR 27 1964

FOR FILING

I 5 N·2 (23)

5990

March 27, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On October 3, 1963, we wrote to you concerning release of final payment on contract #5990, awarded to Pacific Concrete Co., for the Hood River UPRR Overcrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $6,098.49 and the total contract amount is $275,374.28, including $574.15 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

cc: Pacific Concrete Co.,
P. O. Box 7648
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Marr

RECEIVED
FEB 17 1964
FOR FILING

[illegible]

5990

February 14, 1964

Mercer Steel Company, Inc.
2636 N. W. 26th Avenue
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

As requested in your letter of February 12, we are furnishing you with the latest information concerning the status of the following state highway contracts:

✓Contract No. 5990 - Hood River UPRR Overcrossing: Final payment is being held waiting for railroad billing.

Contract No. 6014 - John Day River Bridge: Completed September 20, 1963. Accepted by the Highway Commission January 30, 1964. The final payment was mailed to the contractors Februrry 13, 1964.

Contract No. 6151 - Hood River Bridge widening: The only work that remains to be done is some minor deck patching which will be completed just as soon as weather permits.

Contract No. 6180 - The Dalles Section: Completed December 18, 1963. Not yet accepted.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

**MERCER**
STEEL CO., INC.

*Reinforcing Steel and Building Specialties*
Phone 226-3511
2636 N.W. 24th AVE.
PORTLAND 10, OREGON

February 12, 1964

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Floyd Query, Secretary

Subject: Oregon State Contract Numbers 5990, 6014, 6151 and 6180.

Gentlemen:

Attached please find a photo copy of your correspondence to you us dated December 13, 1963.

Final bill waiting for R.R. billing

With reference to Contract No. 5990, you have indicated an acceptance date by the State as being October 2, 1963. We would appreciate know if final payment has been made to the General Contractor on this job.

✓

With reference to Contract No. 6014. You indicate the job has been completed, however no completion date has been given. We would appreciate knowing if at this time a completion date has been given, the acceptance date and date of final payment. (Compl. 9-20-63) (Accepted, 1-30-64) (Final yes.) 2/13/64

minor deck patching remains - (weather)

On Contract No. 6151 you have indicated minor work to finish. We would appreciate knowing if there has been a completion date on this job, the acceptance date and the date of final payment.

On Contract 6180 you have indicated completion date as being December 6, 1963. We would like to know if this in fact was the completion date and if acceptance has been made and also date of final payment.

✓

(Compl. 12-18-63) (Not yet accepted)

Sincerely,

Richard D. Hall

RICHARD D. HALL

Cec, please reply [illegible]

RDH/m
Encl.

RECEIVED
FEB 13 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 11 1964
FOR FILING

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 7, 1964

SUBJECT: Water damage to Union Pacific
Second Hood River O'Xing

To:

Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon

In answer to your letter of January 29th concerning water damage to Union Pacific Railroad property at the Hood River Overcrossing structure, please be advised that a pipe to correct this drainage problem will be placed the first part of next week.

DEAN SWIFT
Division Engineer

DS:me
cc: Lloyd Shaw ✓
Tom Edwards ✓
I. A. DeFrance
R. P. Hamilton

NOTED
TO.. EDW

RECEIVED
FEB 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1964
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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5920

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1964

SUBJECT: Water Damage to Union Pacific Property
Second Hood River O'Xing Structure
Columbia River Highway
Hood River County

To:

Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon 97701

Attached you will find two copies of a letter from W. G. Johnson of the Union Pacific Railroad in which he complains about runoff water which has recently poured off the subject structure onto railroad property.

Please have this matter investigated and take what action is necessary to correct this situation. Two copies of 2(c) of the Railroad Agreement he mentions are also attached for your reference.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Attach.
cc Lloyd Shaw
Tom Edwards
I. A. DeFrance
R. P. Hamilton

NOTED
LLOYD P. SHAW

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

**UNION PACIFIC RAILROAD COMPANY**
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~BAKER~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 23, 1964

(File Ref. D 315 - 2 - 40)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

During the recent heavy rains, our tracks and other facilities in vicinity of the Second Hood River overcrossing structure at Railroad M. P. 62.55 near Hood River, were flooded from waters deposited onto Railroad right-of-way at the westerly end of the structure.

It appears that runoff waters which are being collected in highway ditch along the southerly side of the new eastbound lanes for the Interstate Highway, are spilling out onto Railroad property at the overcrossing site.

Will you kindly make an early investigation and advise the measures the State will take to remedy this situation in accordance with Section 2(c) of agreement dated September 15, 1961 between the State and Railroads, covering construction and maintenance of the overcrossing?

Yours very truly,

W. G. Johnson

COPIES TO:

LP SHAW
TOM EDWARDS
I A DEFRANCE
R A HAMILTON
F D MORGAN
DEAN SWIFT (2)

CONSTRUCTION DIVISION
RECEIVED
JAN 27 1964
CUE

NOTED
LLOYD P. SHAW

(f) The Railroads' property hereinbefore identified shall be used by the State only for the purposes aforesaid and not otherwise, and if at any time said property of the Railroads, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easements hereby granted as to such property or parts thereof shall cease and terminate.

(g) The Railroads reserve the right to use said railroad property for any and all purposes not inconsistent with the easements hereby granted, including, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing tracks, facilities and appurtenances and additional tracks, facilities and appurtenances, located or to be located either wholly or partly within said property; in such manner, however, as not to damage the highway facilities located on said property.

(h) The State will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against the railroad property hereinbefore identified, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(i) If any property or rights other than the easements hereby granted are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, the State will acquire all such other property and rights at its own expense and without expense to the Railroads.

Section 2. CONSTRUCTION WORK.

(a) The State at its own expense will apply for and obtain all public authority required by law, ordinance, rule or regulation, for the project contemplated by this agreement and each and every part thereof, and will furnish the Railroads upon request with satisfactory evidence that such authority has been obtained.

(b) Said highway shall cross over the Railroads' right-of-way and tracks at Hood River, above the grade thereof, upon and by means of a viaduct in the location identified in Section 1 (a) First of this agreement.

(c) The State, at its own expense and without expense to the Railroads, will furnish all labor, material and equipment necessary for and shall and will construct and complete said highway and viaduct and all appurtenances, including necessary and proper drainage facilities and necessary and proper guard rails or barriers between the highway and the Railroads' tracks, which guard rails or barriers shall be of suitable design and size adequate to confine highway traffic. Upon completion of the work, the State will remove from the Railroads' property all temporary structures and falsework and leave said property in a condition satisfactory to the Railroads. The State, at its own expense, shall and will comply with the requirements of said PUCO Order No. 37657, including but not limited to the furnishing, installation, maintenance and removal of impaired clearance warning signs, it being understood and agreed that any clearance impairments shall not exceed those authorized by said order.

(d) All construction work of the State shall be performed in accordance with the Federal Act and Federal Regulations, said order of the Public Utility Commissioner of Oregon and this agreement; and the construction of the highway, viaduct and all appurtenances upon the Railroads' property shall be performed and completed in accordance with plans and specifications prepared by and at the expense of the State and approved in writing by the Railroads' Chief Engineer before commencement of the work. Said highway, viaduct and appurtenances shall be designed and constructed, as to alignment, grade and otherwise, so as to accommodate the Railroads' general plan for future development approximately indicated on map Exhibit B as "Proposed R.R. Relocation," and/or maintenance, improvement or enlargement of present railroad facilities. If the Railroads make said future track relocation, and if such relocation necessitates construction of retaining wall to contain the highway slope, approval therefor will be requested by the Railroads and granted by the State.

(e) All construction work of the State shall be performed diligently and completed within a reasonable time and in any event within four (4) years from the effective date of this agreement, unless completion within said period is prevented by causes beyond control of the State. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify. It is understood that the Railroads' tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work, and that movement or stoppage of trains, engines or cars may cause delays in the work of the State and its contractors. The State, for itself and its contractors, hereby assumes the risk of any and all such delays and agrees that no claims for damage shall be made against the Railroads because thereof.

(f) The Railroads may make any and all changes, alterations or relocations whether temporary or permanent, which in their judgment may be or become necessary or expedient because of said project, and the State will reimburse the Railroads for the expense of so doing, as hereinafter provided. The Railroads (subject to such reimbursement) shall and will perform the following work and furnish the labor, material and equipment necessary therefor:

RECEIVED
DEC 15 1963

FOR FILING

5990

December 13, 1963

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

As requested in your letter of December 4, we are furnishing you with the status of the following State Highway Contracts:

Contract No. 5990 - Pacific Concrete Co. - Mitchell Point Overcrossing. Completed May 15, 1963; accepted October 2, 1963. Final payment has not been made.

Contract No. 6014 - Pacific Concrete Co., Otis P. Jordan, Jr., & C. V. Glidden - John Day River Bridge. Our Bridge Division has reported this job as completed. However, no completion date has been given. Final is now being checked.

Contract No. 6151 - Pacific Concrete Co. - Hood River Bridge Widening. Approx. 99% complete. Minor work to finish job. Indefinite completion date.

Contract No. 6180 - Roy L. Houck Sons' Corporation - The Dalles Section. Approx. 98% complete. Estimated completion date December 24, 1963.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

**MERCER**
**STEEL CO., INC.**

*Reinforcing Steel and Building Specialties*
Phone 225-1919
2636 N.W. 26th AVE.
PORTLAND 10, OREGON

State of Oregon
State Highway Department
Salem 10, Oregon

December 4, 1963

Attention: Mr. Floyd Query, Secretary

Subject: Oregon State Contract Nos. 5990 Mitchell Point Overcrossing
6014 John Day Bridge
6180 Columbia River Highway
6151 Hood River Bridge Widening

Reference: Pacific Concrete Company

Gentlemen:

The subject projects are of interest to us due to our having supplied material. We would appreciate knowing the current completion status of the subject jobs and the anticipated 100 per cent completion date with reference to the awarding of the contract. If, however, the structures have reached a 100 per cent completion status, would you please furnish us with the date of acceptance by the owner and the date of final disbursement to Pacific Concrete Company.

If in any instance Pacific Concrete Company was not the general contractor on any of the subject jobs, would you please furnish us with the name and address of the general contractor.

A prompt reply from you with reference to this matter would be appreciated.

Sincerely,

Richard D. Hall

RICHARD D. HALL

RDH:mb

CW, please reply
FQ

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

Del DeSart — Dec. 6, 1963

Please give us the following info — re — Pacific Concrete Co. contracts:

| | Approx. % complete | | Anticipated completion date |
|---|---|---|---|
| X #6014 | 100% | [illegible] | 9-20-63 |
| X #6151 | [illegible] | [illegible] | INDEFINATE |
| ~~#6180~~ | | | |

X #5990 Completed: May 15, 1963
Accepted; Oct. 2, 1963
Date Final mailed to Contr. NOT

Held up by RR Final Billing

Cec Head
1211

RECEIVED ... DEPT.
BRIDGE DIVISION
DEC 6 1963
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

#6180 — Roy L. Houck Sons Corp. (Prime)
Approx = 98% compl-
Est. Compl date = 12/24/63

RECEIVED
DEC 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 12, 1963

Pacific Concrete Company
P. O. Box 7648
Portland 20, Oregon

Attention: G. Robert Bussanich

Gentlemen:

Hood River UPRR O'Xing
Contract No. 5990

Your letter of December 6, 1963, to Enrique Rodriguez concerning release of retained funds has been directed to this office for reply.

As you know, the contract specifications make you responsible for certain railroad costs in connection with the construction work. These costs are paid, in the first instance, by the State upon rendition by the railroad of bills for the work and then these costs are deducted from your estimate. The railroad company has not as yet, in spite of repeated request, billed us for this work. Without these bills, we cannot make a determination as to the amount of railroad work which is chargeable to you. We were in contact with the railroad company today and they assured us that they would do everything in their power to expedite submission of the bills.

The final estimate for the contract has been prepared. This estimate shows that there is due you $1,196.34 on contract items plus $15,000.00 retained percentage for a total of $16,196.34. Against this amount we must charge the cost of railroad work which is estimated to be approximately $16,000.00

As conditions stand, we cannot release any additional funds on this contract until we do receive the railroad billing for the work.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jm
cc ~~Mr.~~ D. Wolf
Mr. E. Rodriguez
Mr. Dean Swift
Mr. T. W. Litchfield

RECEIVED
OCT 4 1963

FOR FILING
I-8N-2( ).1

5990

October 3, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Contract #5990 awarded to Pacific Concrete Co., for the Hood River UPRR Overcrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County, was completed May 15, 1963, and accepted by the Highway Commission on October 2, 1963.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 18, 1963.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

cc: Pacific Concrete Co.,
P. O. Box 7648
Portland 20, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
OCT 3 1963
FOR FILING

I-80N-2([illegible])-1

5990

October 2, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 15 on Contract 5990. The contract was with the Pacific Concrete Company for construction of the Union Pacific Railroad overcrossing on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 2, 1963, and that you concur in this procedure at the Commission meeting on October 10.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RECEIVED
JAN 7 1964
FORM E-80 80M 3-63 49607

FOR FILING

5990

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1963

SUBJECT:

To:

Mr. P. M. Stephenson
Assistant Highway Engineer
OFFICE

Pacific Concrete Company has completed work on Contract No. 5990, UPRR O'Xing onthe Mitchell Point - Hood River Section of the Columbia River Highway, Hood River County, on May 15, 1963. This contract is ready for acceptance by the Commission.

This is a Federal Aid Project. We have information from the Bureau of Public Roads to the effect that they have inspected the contract work and are accepting that part of the project as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:al

NOTED
P. M. STEPHENSON

RECEIVED
1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5990

August 22, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Completion of Contract
Mitchell Pt.-Hood River UPRR O'xing
Columbia River Highway - Hood River County
Project No. I-80N-2(23)61
Contract No. 5990
YOUR FILE: D - 315 - 2 - 4

Gentlemen:

This is to advise you that Pacific Concrete Company completed work on this contract on May 15, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

PGP:bjh

cc: Pacific Concrete Co.
10401 N.E. Marx St.
Portland, Oregon

Floyd Query
R. L. Porter ✓
P. M. Stephenson
I. D. Merchant
Dean Swift
Enrique Rodriquez

NOTED
R. L. PORTER

RECEIVED
JUL 1 2 1963
FOR FILING

I-80N-2(23)61

[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 2, 1963

By:

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-80N-2(23)61
UPRR Overcrossing (Hood River)

The Supplemental Agreement, file No. 16935, dated March 14, 1963, with the Union Pacific Railroad Company, submitted with Mr. Young's June 17, 1963 letter has been approved effective this date.

original to Young
cc Litchfield
7-12-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 18 1963

**FOR FILING**

I-80N-2(23)-1

5770

June 17, 1963

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Supplemental Agreement, file No. 16935 dated March 14, 1963 with the Union Pacific Railroad Company relative to the construction of the UPRR O'Xing (Hood River), Project No. I-80N-2(23)61.

Very truly yours,
Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:es

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JUL 12 1963
FOR FILING

FORM 2-30 30M 11-61 40230

[illegible]

5990

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1963

SUBJECT: File No. 16935 Pux-373
Supplemental Agreement
Union Pacific Railroad Company
2nd Hood River O-Xing
Hood River County

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Attached please find fully executed original and one copy of a supplemental agreement with the Union Pacific Railroad Company relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

cc: R. L. Porter
Ivan Merchant
F. D. Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
C. H. Maison
Earl F. Saling

NOTED
FLOYD QUERY

RECEIVED
JUN 10 1963

FOR FILING

I-80N-2(23).1

5990

Salem, Oregon
June 10, 1963

Supplemental Agreement
Union Pacific Railroad Company
Second Hood River O'Xing

Mr. J. N. Hershberger

Legal

Attached is a fully-executed copy of the supplemental agreement with the Union Pacific Railroad Company, extending the completion time for the Second Hood River overcrossing near Hood River.

Please make such copies as you require, and then forward the document to Mr. Query for filing.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.
cc Mr. Floyd Query

**UNION PACIFIC RAILROAD COMPANY**
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JUNE 7, 1963
File Ref. D 315 - 2 - 40

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. R. L. Porter,
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of March 19 concerning execution of supplemental agreement extending time for completion of the Second Hood River overcrossing at Railroad's M. P. 62.55 near Hood River.

Attached for your records is one fully-executed counterpart of aforementioned agreement dated March 14, 1963.

Very truly yours,

enc.

RECEIVED
JUN 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1963

FOR FILING

[illegible]

5990

March 19, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Mr. Baker:

Enclosed are duplicate copies of the supplemental agreement extending for five months the construction time of the overcrossing of your tracks in Hood River by Interstate Highway 80-N.

These copies have been executed by the State Highway Commission and are now ready for completion by the Railroad. Please return one fully-executed copy to us for our files.

Very truly yours

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

enc.
cc Mr. Forrest Cooper
Mr. J. N. Hershberger

ms

RECEIVED
APR 11 1963

FOR FILING

I-N [illegible]

5990

Salem, Oregon
March 18, 1963

Agenda Item 4-q

Supplemental Agreement, Union Pacific Railroad
Second Hood River O-Xing
File No. 16935
Pux - 373

Mr. Forrest Cooper
State Highway Engineer
Office

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Attached are two copies of a supplemental agreement with the Union Pacific Railroad Company relative to the Second Hood River O-Xing with Interstate Highway 80N. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

cc - J.N. Hershberger

FORM E-30 80M 11-61 40230

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1963

SUBJECT: Supplement to Second Hood River O-Xing Agreement, Union Pacific Railroad
File No. 16935
Pux - 373

To: Mr. R. L. Porter
Deputy State Highway Engineer
Office

Subject supplement to our agreement of September 15, 1961, with Union Pacific Railroad has been examined and is acceptable in its present form. Said supplement recites verbatim Section 2(e) of the September 15, 1961, agreement and enlarges the time period recited therein from four (4) years to 4 years and 5 months from the effective date of the agreement.

J N Hershberger
J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encl.

RECEIVED
MAR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

MARCH 4, 1963

(File Ref. D 315 - 2 - 40)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Sir:

Kindly refer to your letter of February 13 wherein you requested an extension of 5 months be allotted in agreement dated September 15, 1961 between the Railroads and the State, permitting construction of the Second Hood River overcrossing.

Herewith duplicate counterparts of proposed supplemental agreement to the agreement of September 15, 1961, amending Paragraph (e) of Section 2 of said Article in accordance with your request. Will you please review and if satisfactory, arrange for execution on the part of the Highway Commission? When this has been done, will you kindly return both counterparts for execution on the part of the Railroads, after which one fully-executed counterpart will be returned to you. Kindly fill in date of agree- when executed by the Highway Commission.

Yours very truly,

G. H. Baker

encs.

cc: Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem 10, Oregon

RECEIVED
MAR 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 6, 1963

Mr. L. I. Lindas
Chief Counsel
BUILDING

On February 13, we directed a request to the Union Pacific Railroad Company for an extension of five months on the railroad agreement (dated 9-15-61) covering the Hood River Overcrossing, Oregon Contract 5990.

A form of extension has been submitted by the Railroad, a copy of which is attached. If it is satisfactory from a legal angle, will you please approve it and return to me for further handling.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.

RECEIVED
MAR 12 1963

FOR FILING

[illegible]

5170

March 11, 1963

Oregon State Highway Commission

Gentlemen:

When the Department undertook the construction of the overcrossing of the Union Pacific tracks in Hood River with Interstate Highway 80N, it was necessary to enter into an agreement with the Union Pacific Railroad Company. Due to the length of time required for construction, it is now necessary that the agreement be extended five months.

On the agenda for the March 14 Highway Commission meeting will appear the matter of executing a supplement to the agreement which will accomplish this extension. It is recommended that the matter have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
L. I. Lindas

RLP:ms fn

RECEIVED
FEB 14 1963
FOR FILING

[illegible]

5990

February 13, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Hood River O'Xing of UPRR
Oregon Contract 5990

Dear Mr. Baker:

Article e, Section 2 of the State/Railroad agreement for the above crossing requires that all construction work permitted by the agreement be completed within four years from the effective date (March 3, 1959) of the agreement. This would require completion of construction March 3, 1963.

Circumstances prevented our getting the work under contract soon enough to complete it within the limiting date set out in the agreement.

Status of construction as of today is that all work is completed with the exception of some concrete finishing, placing metal parapet railing, and painting structural steel. Our Resident Engineer predicts a completion date for all work under the contract of April 30, 1963. We are rather doubtful as to whether or not this work can be completed by that date as we will not permit the contractor to paint structural steel in unfavorable spring weather. We would estimate a fairly firm completion date to be June 30, 1963.

May we have a five-month extension to the limiting time set up in Article e, Section 2 of the agreement?

The State agrees that all of the terms and conditions of the agreement are to be in full force and effect during the requested extension.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. M. Brown
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
I. D. Merchant
L. I. Lindas

CAG:el bh:

RECEIVED
FEB 8 - 1963

FORM E-30 80M 11-61 40230
FILING

| |
|---|
| [illegible] |
| |
| 5990 |

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1963

PR 372

SUBJECT: Union Pacific Railroad Agreements
Bureau of Public Roads Objections
to Agreement of September 15, 1961
Pux 373
File No. 16935

To: Mr. R. L. Porter
Deputy State Highway Engineer
Office

Concerning the Union Pacific Railroad paragraph which allows the Railroad to make any and all changes deemed expedient or necessary "because of said project":

It is agreed that this paragraph is poorly drawn and its tenor "goes against the grain", but we are protected in that reimbursement by State is limited to regulations contained in the applicable PPMs. In case of a dispute over the question of the reimbursable nature of work performed, the burden would fall upon the Railroad to show that the work was required by the project.

It is suggested that the word "expedient" should be removed from the paragraph in its present form. Further, it is desirable that this entire provision be redrafted into a conditional paragraph: "If, etc." and include concurrence of the top engineer for each party. The language relating to reimbursement should relate more specifically to a limitation of payment as provided in Bureau of Public Roads PPMs (see clause in agreement dated October 24, 1957).

In support of the belief that we do have some protection in spite of the poor wording, it is pointed out that this clause has been in Union Pacific Railroad agreements for a number of years (the files in this office go back only to 1957). No trouble has been experienced under this particular clause, according to a discussion with Mr. Paxson in 1962.

It is noted that in 1958, Union Pacific omitted the reference to Bureau of Public Roads PPMs. Since that occurred prior to my time here, I do not know why the change was made or whether the department ever made objection thereto.

NOTED
R. L. PORTER

Mr. R. L. Porter
Pux 373 - File No. 16935
February 6, 1963

Concerning Mr. Dec's comment relative to Union Pacific Railroad's Exhibit of estimated Railroad costs in connection with the agreement of September 15, 1961 (PUX 373), my only comment is to ask you to compare this Exhibit "D" with the copies of Exhibits attached to the copies of various agreements which are enclosed with this memo.

Why is this Exhibit now deficient when similar Exhibits have been sufficient for years?

Please compare Union Pacific Railroad Estimate Exhibits with the two (2) copies of Southern Pacific Company Exhibits. It appears that the Union Pacific Railroad furnishes much more detail than the Southern Pacific Company and yet no objection has been taken to Southern Pacific Company procedure.

If you wish, I will be glad to make further search of past practices in regard to this matter. The attached copies accurately show our practices in recent years.

J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encls.

RECEIVED
FEB 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1962
FOR FILING

[illegible]

5990

Salem, Oregon
November 5, 1962

G. S. Paxson
Deputy State Highway Engineer
OFFICE

At its meeting on November 1, the Highway Commission issued instructions that the outfall from our drainage pump at the East Hood River Interchange be moved from an industrial site owned by the Port of Hood River by State expense.

Will you please refer this to the proper individual to have the work done.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

October 3, 1962

Mr. Forrest Cooper
State Highway Engineer
Office

Further reference is made to our discussion this morning which concerns a revamping of the drainage system at the East Hood River Interchange. This matter has been transmitted to me in a roundabout fashion, and all my facts may not be too straight.

The Port of Hood River Commission has asked that we transfer to them for industrial development purposes, a tract of land situated just easterly of the Oregon approach to the Hood River Interstate bridge. This property was acquired by the Highway Department for use as a right of way and discharge area for the pumping system under the main interchange structure. We suggested that should this area be transferred to the Port, they pay the cost of changing the outfall so as to pass under the approaches and discharge directly into the river at a point north of the southbound off ramp from the bridge. This is as indicated in red on the attached sketch. The cost of this rearrangement, which would be a pressure system, is approximately $5,000.

The Port has countered with an alternate proposal which is as shown in blue on the attached sketch and which would not be a 100 percent pressure system. This would mean that during periods of extreme flood some of the roadbed could become inundated. Estimates indicate that the blue alternate could be constructed for approximately $4,000.

October 3, 1962

I am told that Commissioner Fridley has gone over this matter with a Mr. Sherwood of the Port of Hood River Commission and has indicated to him that the State would transfer the area. The Port ~~desires and~~ was further told that we would do the necessary reconstruction of the drainage facility at State expense.

Contrary to my verbal statement of this morning, this is a matter of some urgency and I suggest that you contact the Commissioner and clarify the matter so that our contractor may proceed.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

FORM E-30 50M 7-59 22124

CONSTRUCTION DIVISION
RECEIVED
OCT 1 1962

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 28, 1962

SUBJECT: East Hood River Interchange
Columbia River Highway

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. Fred Klaboe

This relates to the proposed change to the outfall from our pump at the East Hood River Interchange, which was subject of a Memo to the Files from your office.

The proposal to utilize an open ditch and two 18-inch pipes, shown in blue, is the plan approved by Mr. Fridley. These drainage pipes were placed to take care of surface drainage in normal flow of the river. The pipe near the outfall to the river is one and eight-tenth feet below the 1948 flood level and it was our intention to close this pipe by the use of a flood gate or other means, if and when the 1948 flood level was ever reached again. During a flood such as the 1948 one the pumps in the underpass would be working to capacity and it would not be possible for the discharge from these pumps reaching the river.

I would recommend plan shown in red, which would require 305-feet of 16-inch pipe through a 48-inch conduit under the main roadbed. This conduit is already being asked for by the Port Commission for future water lines, sewer lines, etc. By this method the entire line would be under pressure to the outfall to the river, and could not possibly be affected by the elevation of water at any flood stage; also, by this method we would be on our own land and would not be in danger of having a building or some other structure being placed on our outfall pipe.

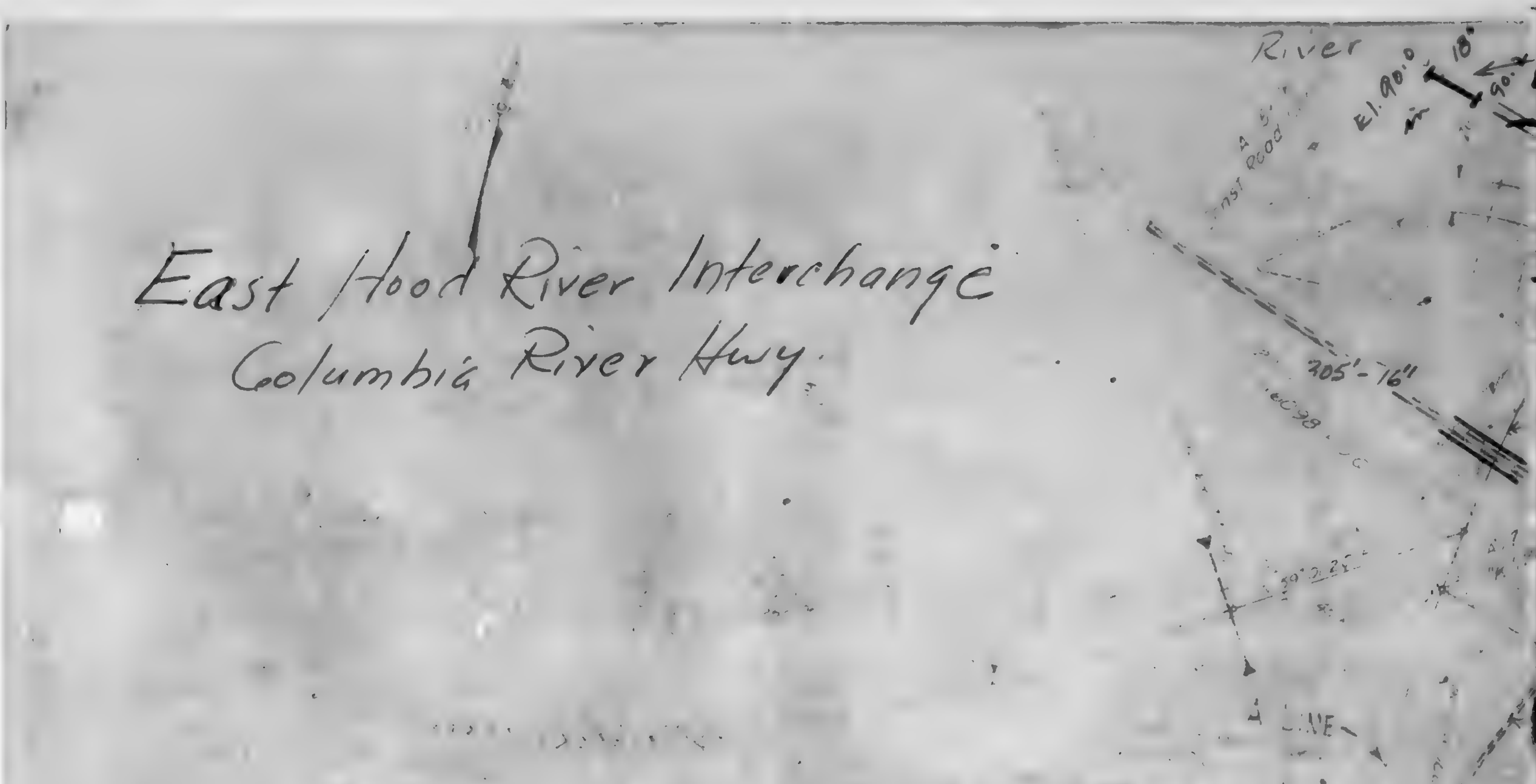
Cost of either one of these plans are almost identical, being approximately $5,000.00 each.

I strongly recommend we use the 16-inch pipe under pressure through its entire length.

Dean Swift

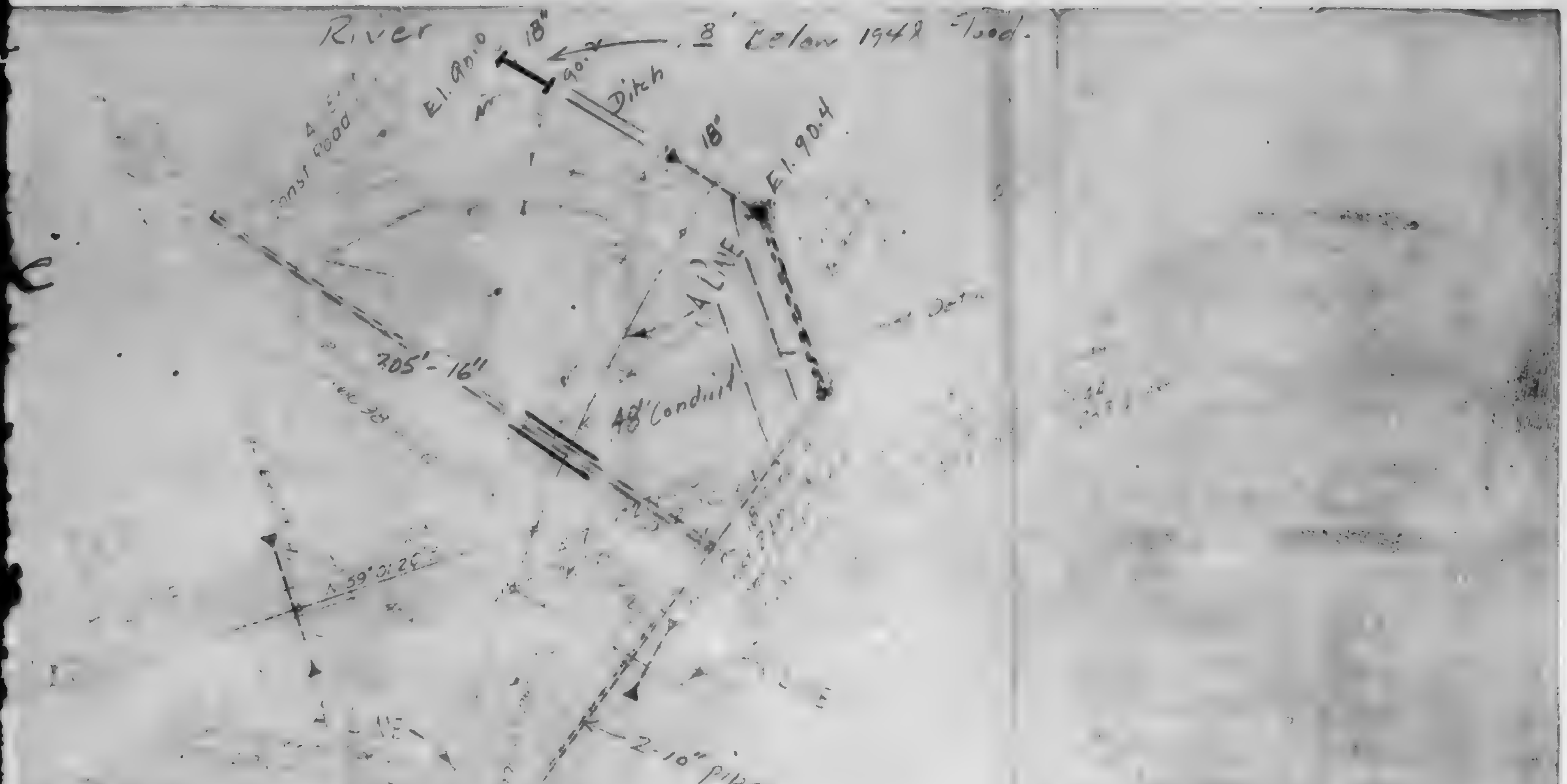
DEAN SWIFT
Division Engineer

DS:me
Encl.
cc: Mr. Glenn Starkey



East Hood River Interchange
Columbia River Hwy.

River
El. 90.0
18'
305'-76"
LINE
℄ of Dike
℄ 1223+3.58


River
El. 90.0
18"
8' below 1942 Flood.
Ditch
18"
El. 90.4
Const Road
A LINE
48" Conduit
205'-16"
2-10" Pipes
N 59° 01' 29"
A LINE
B 4 WB

BNMDAM
BND TDL CON 23 11-5-62 3:45

SWIFT

STARKEY

NOTED
R. L. PORTER

RE MITCHELL POINT-HOOD RIVER

WE HV BN ADVISED BY MR PORTER THAT WE WILL PROCEED WITH THE PROPOSAL TO REVAMP THE OUTFALL SYSTEM FROM THE PUMPING STATION AT EAST HOOD RIVER INTERCHANGE KXDMX IN ACCORDANCE WITH STARKEYS PLAN ESTIMATED TO COST ABOUT $5,000 AT STATE EXPENSE. WE WILL ALSO RELINQUISH OUR PRESENT OUTFALL EASEMENT FOR ANOTHER AT A NEW LOCATION WHICH FITS THE NEW PLAN. PLS SUBMIT EWO OR PA IMMEDIATELY TO COVER, BUT DO NOT WORK UNTIL YOU GET IT BACK APPROVED.

KLABOE
DB?,.$-.

NOTED
G. S. PAXSON

---

CON BND 50 11-8-62 1:20PM

BIL DECKER

AS PER PHONE CALL TODAY E.W.O. WILL BE IN YOUR OFFICE MONDAY.

Re. outfall system
from pump station -
Hood River

MARTIN
WHO
$..

NOTED
R. L. PORTER

NOTED
G. S. PAXSON

Contract 5990 State

RECEIVED
OCT 8 1962
FOR FILING

| | | |
|---|---|---|
| Monthly transaction number.<br>10-37 | Fo R-2A U.S. DEPARTMENT OF COMMERCE<br>(5-.. -57) BUREAU OF PUBLIC ROADS | ate<br>**Oregon** |
| Project report number<br>**10**<br>5990 | **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**<br>10-4-62 | County<br>**Hood River** |
| | | Project number<br>**I-80N-2(23)61** |

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**62**, is hereby modified as follows:

| | |
|---|---|
| Revised estimated total cost of project | $ **327,066.00** |
| Revised Federal funds | $ **300,000.00** |

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4 day of **October**, 19**62**.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)

By R. C. Foster

Ass't **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ **A. W. Parsons**
Division Engineer

**By:** L R Backlund
**L. R. Backlund**
**Administrative Manager**

USComm-DC 11170

October 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the U.P.R.R. Overcrossing (Hood River), Project No. I-80N-2(23)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RNC:lt

Enc.

September 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the UPRR Overcrossing (Hood River), Project No. I-80N-2(23)61.

The estimate has been revised to include the work which was retained in P.S. & E. status.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:hb

Federal-Aid
Project No. I-80N-2(23)61

Oregon State Highway Department

## UPRR OVERCROSSING (HOOD RIVER) ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for modification of project agreement. Revised to include work retained in P.S. & E. status. Based on low bid prices, etc.)

Salem, Oregon, September 18, 1962

Type Code X131
UPRR O'xing (Sta. 1165+02 to Sta. 1171+50)(Contract 5990)

| | | | |
|---|---|---|---|
| General Excavation, Unclassified | 900 cu.yds. | $ 2.50 | $ 2,250.00 |
| Shoring, Cribbing, etc. | All Required | | 30,000.00 |
| Structural Excavation | 1,050 cu.yds. | 3.00 | 3,150.00 |
| Structural Excavation below Elevation Shown | 80 cu.yds. | 20.00 | 1,600.00 |
| Furnish Treated Timber Piling | 4,935 lin.ft. | 1.50 | 7,402.50 |
| Drive Timber Piles | 131 only | 40.00 | 5,240.00 |
| Furnish (10" BP 42#) Steel Piling | 240 lin.ft. | 5.00 | 1,200.00 |
| Drive Steel Piles | 4 only | 60.00 | 240.00 |
| Splice Steel Piles | 2 only | 50.00 | 100.00 |
| Class "A" Concrete (1,568 cu.yds.) | All Required | | 103,000.00 |
| Metal Reinforcement (362,000 lbs.) | All Required | | 45,000.00 |
| Structural Steel (339,200 lbs.) | All Required | | 79,285.50 |
| 6-inch Standard Steel Pipe | 225 lin.ft. | 13.00 | 2,925.00 |
| 8-inch Metal Drain Pipe | 35 lin.ft. | 4.00 | 140.00 |
| Metal Parapet Rail | 1,300 lin.ft. | 5.00 | 6,500.00 |
| | | | $288,033.00 |
| Work by U.P.R.R. Company | All Required | | 9,300.00 |
| | Subtotal | | $297,333.00 |
| | 10% Engr. & Cont. | | 29,733.00 |
| | Total | | $327,066.00 |

Length of Structure - - - - 0.123 Mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | $300,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | 27,066.00 |
| | $327,066.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

## UPPER O'XING (HOOD RIVER)

## PROJECT I-80N-2(23)61

### Estimated cost of work by the U.P.R.R. Company.

| | |
|---|---|
| Furnish labor and materials for temporary and permanent signal and communication lines in vicinity of overcrossing structure MP 62.55 - - - - - - - - - - - - - - - - - - - - | $8,790.00 |
| Furnish labor and materials for installation of track guard rail at overcrossing structure MP 62.55 - - - - - - - - - - - - - - - - - - - - | $ 600.00 |
| | $9,390.00 |
| USE | $9,300.00 |

Contract 5990

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
AUG 28 1962
FOR FILING

| | | |
|---|---|---|
| MODIFIED AUTHORIZATION NO. | PR-2 (Rev. 6-61)<br>U.S. DEPARTMENT OF COMMERCE<br>BUREAU OF PUBLIC ROADS<br>**FEDERAL-AID PROJECT AGREEMENT**<br>*(PPM 21-7)*<br>8-14-62 | STATE<br>**Oregon** |
| | | COUNTY<br>**Hood River** |
| PROJECT REPORT NO.<br>[illegible] | | PROJECT NO.<br>**I-80N-2(23)61** |

5990

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

**U.S. 30, U.P.R.R. Overcrossing, Hood River**

| PROJECT CLASSIFICATION OR CLASS OF WORK | EFFECTIVE DATE OF AUTHORIZATION | APPROXIMATE LENGTH *(Miles)* |
|---|---|---|
| HIGHWAY PLANNING | | |
| PRELIMINARY ENGINEERING | | |
| RIGHTS-OF-WAY | | |
| CONSTRUCTION | 9-25-61 | 0.123 |
| OTHER *(Specify)* | | |

FUNDS

| ESTIMATED TOTAL COST OF PROJECT | FEDERAL FUNDS |
|---|---|
| $ 316,836.00 | $ 291,000.00 |

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

**OREGON STATE HIGHWAY DEPARTMENT**
(Official name of Highway Department)
By
ASSISTANT **State Highway Engineer**
(Title)
By ______________________
(Title)
By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **A. W. Parsons**
(Division Engineer)
By: L. R. Backlund
**L. R. Backlund**
**Administrative Manager**
Date executed by Division Engineer **August 14, 1962**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for the UPRR Overcrossing (Hood River), Project No. I-80N-2(23)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

For L. H. Young
Office Engineer

July 24, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the UPRR Overcrossing (Hood River), Project No. I-80N-2(23)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(23)61

## UPRR OVERCROSSING (HOOD RIVER) ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 24, 1962

Type Code X131
UPRR O'xing (Sta. 1165+02 to Sta. 1171+50) (Contract 5990)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclass. | 900 | cu.yd. | $ 2.50 | $ 2,250.00 |
| Shoring, Cribbing, etc. | All | Required | | 30,000.00 |
| Structural Excavation | 1,050 | cu.yd. | 3.00 | 3,150.00 |
| Structural Excavation below Elevation Shown | 80 | cu.yd. | 20.00 | 1,600.00 |
| Furnish Treated Timber Piling | 4,935 | lin.ft. | 1.50 | 7,402.50 |
| Drive Timber Piles | 131 | only | 40.00 | 5,240.00 |
| Furnish (10" BP A28) Steel Piling | 240 | lin.ft. | 5.00 | 1,200.00 |
| Drive Steel Piles | 4 | only | 60.00 | 240.00 |
| Splice Steel Piles | 2 | only | 50.00 | 100.00 |
| Class "A" Concrete (1,568 cu.yd.) | All | Required | | 103,000.00 |
| Metal Reinforcement (362,000 lb.) | All | Required | | 45,000.00 |
| Structural Steel (339,200 lb.) | All | Required | | 79,285.50 |
| 6-inch Standard Steel Pipe | 225 | lin.ft. | 13.00 | 2,925.00 |
| 8-inch Metal Drain Pipe | 35 | lin.ft. | 4.00 | 140.00 |
| Metal Parapet Rail | 1,300 | lin.ft. | 5.00 | 6,500.00 |
| | Subtotal | | | $288,033.00 |
| | 10% Engr. & Cont. | | | 28,803.00 |
| | | | Total | $316,836.00 |

Length of Structure - - - - 0.123 Mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - | $291,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - | 25,836.00 |
| | $316,836.00 |

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained in PS & E Status

| Description | Total Cost | Federal Funds |
|---|---|---|
| Work by UPRR Company | $10,230.00 | $9,000.00 |

## UPRR O'XING (HOOD RIVER)

## PROJECT I-80N-2(23)63

### Estimated cost of work by the UPRR Company.

| | |
|---|---|
| Furnish labor and materials for temporary and permanent signal and communication lines in vicinity of overcrossing structure MP 62.55 | $8,790.00 |
| Furnish labor and materials for installation of track guard rail at overcrossing structure MP 62.55 | $ 600.00 |
| | $9,390.00 |
| USE | $9,300.00 |

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(23)61

## U.P.R.R. OVERCROSSING (HOOD RIVER) ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 10, 1961

Type Code X131
UPRR O'xing (Sta. 1165+02 to Sta. 1171+50)

| | | | | |
|---|---|---|---|---|
| General Excavation, Unclassified | 900 | cu.yds. | $ 1.25 | $ 1,125.00 |
| Shoring, Cribbing, Etc. | All | Required | | 25,000.00 |
| Structural Excavation | 1,050 | cu.yds. | 6.00 | 6,300.00 |
| Structural Excavation Below Elevation Shown | 80 | cu.yds. | 15.00 | 1,200.00 |
| Furnish Treated Timber Piling | 4,935 | lin.ft. | 1.50 | 7,402.50 |
| Drive Timber Piles | 131 | only | 55.00 | 7,205.00 |
| Furnish (10" BP 42#) Steel Piling | 240 | lin.ft. | 5.50 | 1,320.00 |
| Drive Steel Piles | 4 | only | 100.00 | 400.00 |
| Splice Steel Piles | 1 | only | 100.00 | 100.00 |
| Class "A" Concrete (1568 cu.yds. at $73.00) | All | Required | | 114,464.00 |
| Metal Reinforcement (362,000 lbs. at $0.14) | All | Required | | 50,680.00 |
| Structural Steel (339,200 lbs. at $0.26) | All | Required | | 88,192.00 |
| 6-inch Standard Steel Pipe | 225 | lin.ft. | 11.00 | 2,475.00 |
| 8-inch Metal Drain Pipe | 35 | lin.ft. | 5.00 | 175.00 |
| Metal Parapet Rail | 1,300 | lin.ft. | 6.00 | 7,800.00 |
| | | | | $313,838.50 |
| Work by the UPRR Company | All | Required | | $ 9,300.00 |
| | Subtotal | | | $323,138.50 |
| | 10% Engr. & Cont. | | | 32,313.50 |
| | | Total | | $355,452.00 |

Length of Structure - - - - - - 0.123 Mile

| | |
|---|---|
| Federal Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - | $327,000.00 |
| State Funds - - - - - - - - - - - - - - - - - - - - - - - - - - - - | 28,452.00 |
| | $355,452.00 |

## U.P.R.R. O'XING (HOOD RIVER)

## PROJECT I-80N-2(23)61

### Estimated cost of work by the U.P.R.R. Company

| | | |
|---|---|---|
| Furnish labor and materials for temporary and permanent signal and communication lines in vicinity of overcrossing structure M.P. 62.55 | | $8,790.00 |
| Furnish labor and materials for installation of track guard rail at overcrossing structure M.P. 62.55 | | $ 600.00 |
| | | $9,390.00 |
| | Use | $9,300.00 |

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(23)61

## U.P.R.R. OVERCROSSING (HOOD RIVER) ON THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, September 21, 1961

Type Code X131
U.P.R.R. O'xing (Sta. 1165+02 to Sta. 1171+50)

| | | | |
|---|---|---|---|
| General Excavation, Unclassified | 900 cu.yds. | $ 1.25 | $ 1,125.00 |
| Shoring, Cribbing, etc. | All Required | | 25,000.00 |
| Structural Excavation | 1,050 cu.yds. | 6.00 | 6,300.00 |
| Structural Excavation Below Elevation Shown | 80 cu.yds. | 15.00 | 1,200.00 |
| Furnish Treated Timber Piling | 4,935 lin.ft. | 1.50 | 7,402.50 |
| Drive Timber Piles | 131 only | 55.00 | 7,205.00 |
| Furnish (10" BP 42#) Steel Piling | 240 lin.ft. | 5.50 | 1,320.00 |
| Drive Steel Piles | 4 only | 100.00 | 400.00 |
| Splice Steel Piles | 1 only | 100.00 | 100.00 |
| Class A Concrete (1,568 cu.yds. at $68) | All Required | | 106,624.00 |
| Metal Reinforcement (362,000 lbs. at $0.125) | All Required | | 45,250.00 |
| Structural Steel (339,200 lbs. at $0.23) | All Required | | 78,016.00 |
| 6-inch Standard Steel Pipe | 225 lin.ft. | 11.00 | 2,475.00 |
| 8-inch Metal Drain Pipe | 35 lin.ft. | 5.00 | 175.00 |
| Metal Parapet Rail | 1,300 lin.ft. | 6.00 | 7,800.00 |
| | | | $290,392.50 |
| Work by the U.P.R.R. Company | All Required | | $ 9,300.00 |
| | Subtotal | | $299,692.50 |
| | 10% Engr. & Cont. | | 29,968.50 |
| | Total | | $329,661.00 |

Length of Structure . . . . . . . . . . . . . . . 0.123 Mile

| | |
|---|---|
| Federal Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . | $303,000.00 |
| State Funds . . . . . . . . . . . . . . . . . . . . . . . . . . . | 26,661.00 |
| | $329,661.00 |

## U.P.R.R. O'XING (HOOD RIVER)

## PROJECT I-80N-2(23)61

### Estimated cost of work by the U.P.R.R. Company

| | |
|---|---|
| Furnish Labor and Materials for temporary and permanent Signal and Communication Lines in vicinity of Overcrossing Structure M.P. 62.55 . . . . . . . . . . . . . . . . . . . | $8,790.00 |
| Furnish Labor and Materials for installation of track guard rail at Overcrossing Structure M.P. 62.55 . . . . . . . . . . . . . . . . . . . | $ 600.00 |
| | $9,390.00 |
| Use | $9,300.00 |

RECEIVED
SEP 13 1962
FOR FILING
[illegible]
5990

477 Cottage Street N.E.
Salem, Oregon

September 11, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. L. H. Young, Office Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Projects I-80N-3(9)61, Hood River-Shogren Section, and
I-80N-2(23)61, UPRR Overcrossing (Hood River)

Two conformed copies each of agreement dated September 15, 1961 and supplemental agreement dated April 3, 1962, between the State and the Union Pacific Railroad Company, in connection with the above projects, were forwarded with your August 28 letter.

We have examined these agreements and they appear satisfactory. They are hereby approved as of this date. All copies are being retained for our files.

Since the original agreement covered work done previous to the later requirement that rates be established for flagging, it did not include this information. However, these costs were set up in a letter from the Union Pacific Railroad Company, dated June 13, 1961. Copies of that letter are attached to both agreements.

original To Young
9-13-62

NOTED
R. L. PORTER

9

RECEIVED
AUG 29 1962
FOR FILING

[illegible]

5490

August 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies each of agreement File No. 16935, dated September 15, 1961, and supplement agreement File No. 16935, dated April 3, 1962, with the Union Pacific Railroad Company relative to construction of the Hood River-Shogren Section, Project No. I-80N-3(9)61 and the UPRR O'xing (Hood River), Project No. I-80N-2(23)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

RAILROAD C
FILE No.
To file

RECEIVED
1962
FORM 2-50 10M 5-62 43908

FOR FILING

[illegible]

5990

# OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1962

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Pux 373-2nd Hood River O-Xing
Columbia River Highway
File 16935

BUILDING

Attached please find fully executed copies of easement and construction agreement and a supplemental agreement in the above matter.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
Dean Swift
J. W. Nash
C. H. Maison
Earl Saling

NOTED
FLOYD QUERY

RECEIVED
AUG 14 1962
FOR FILING

[illegible]

5990

Salem, Oregon
August 14, 1962

Hood River Overcrossing

Mr. L. I. Lindas
Chief Counsel
BUILDING

I note that we have received the signed agreements covering the second overcrossing of the Union Pacific tracks at Hood River. Under this agreement, we are obligated to pay the Railroad Company $50. Will you please arrange so that this payment is made.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

AUGUST 9, 1962

File Ref. D 315 - 2 - 40

Mr. L. I. Lindas,
Chief Counsel
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. J. N. Hershberger,
Staff Attorney

Dear Sir:

Kindly refer to your letters of September 25, 1961 and April 10, 1962, file 16935, regarding agreements in connection with construction of an additional overcrossing of the Columbia River Highway near Hood River, Oregon.

Herewith for your records is fully-executed counterpart of agreement dated September 15, 1961 between the Railroads and the State of Oregon, along with 10 extra copies of Schedule 1 and Exhibits "A" and "B".

Will you please arrange for payment of $50.00 by the State to the Railroads as required in Section 1(b) of the agreement?

Also, I am attaching for your records, fully-executed counterpart of supplemental agreement dated April 3, 1962, together with 10 additional copies of Exhibit "E".

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.
(C.D.Nos. 37607-3
and 37607-3-A)

cc: Mr. G. S. Paxson,
Deputy State Highway Engineer - Salem

NOTED
G. S. PAXSON

RECEIVED
AUG 14 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1952
FOR FILING

Mr. Jackson

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5990

April 10, 1952

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
1525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 373-2nd Hood River O-Xing
Columbia River Highway
File 16935

Dear Mr. Baker:

Herewith I transmit two signed copies of supplemental agreement relative to the above-titled project. These agreements are returned to your office for signature by the railroad.

When the State's executed copy is returned, I would appreciate receiving ten additional copies of Exhibit "A".

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjr
Encls. (2)
cc: G. S. Payson

NOTED
G. S. PAYSON

RECEIVED
APR 18 1962

FOR FILING

| |
|---|
| [illegible] |
| |
| 5990 |
| |

Salem, Oregon
April 9, 1962

Agenda Item 4-h

Pux 373 - 2nd Hood River O-Xing
Union Pacific Railroad Company
Columbia River Highway
Hood River County

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J.N. Hershberger
Staff Attorney

Attached are two copies of an agreement with the Union Pacific Railroad Company relative to the 2nd Hood River Overcrossing on the Columbia River Highway in Hood River County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 80M 11-61 40289

AGENDA
APR 3 1962

4

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

SUBJECT: Pux 373 - 2nd Hood River O-Xing
Union Pacific Railroad Company
Columbia River Highway
Hood River County

To: Mr. Floyd Query
Secretary

OFFICE

Attached please find two copies of a supplemental agreement with Union Pacific Railroad Company relative to the above-titled matter. This should be presented to the Highway Commission for execution.

Please return both copies to this office after execution by the Commission for further handling.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: G. S. Paxson

Original agreement approved 11/5/61 (item 5[illegible])

(A)
2 COPIES TO
BE SIGNED

(by Commission)

Steve

M

RECEIVED
APR 6 1962
FOR FILING

5990

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1962

Pacific Concrete Company
10401 N. E. Marx Street
Portland, Oregon

Gentlemen:

Re: Hood River Overcrossing of UPRR
Contract No. 5990
Bridge No. 8662

The supplemental agreement with the Union Pacific Railroad and the State Highway Commission for the construction roadway at grade across the tracks of the Union Pacific Railroad was executed by the Highway Commission on April 3. Copies of this agreement with estimates of cost for the various portions of the work chargeable to the construction roadway were sent you previously.

By letter of February 23 you denied responsibility for certain portions of the Railroad's estimates of cost for work chargeable to the construction roadway--more specifically, those chargeable in connection with additional moving of the railroad signal and communication line over that originally contemplated by the Railroad/Highway agreement.

The supplemental agreement with the Railroad, of which you have a copy, carries estimates of total expenditures by the Railroad in connection with the construction roadway in the amount of $2,590. The State still contends that this cost is a proper charge against the contractor and intends to deduct this amount from monies due the contractor under this contract.

I am advising the Railroad by letter that the work of installing the roadway across the track may proceed upon your request to them.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

NOTED
P. M. STEPHENSON

IDM/mm

cc: Mr. P. M. Stephenson ✓
Mr. Dean Swift
Mr. Enrique Rodriguez

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5990

April 4, 1962
Your File Ref. D315-2-40

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Glen Tabor

Gentlemen:

Re: The Second Hood River Overcrossing
Bridge No. 8662
Contract No. 5990

On April 3 the State Highway Commission executed the supplemental agreement for the contractor's haul road across your tracks at grade on the subject job.

Upon request by the contractor to proceed, you have our permission to proceed with the installation of the road crossing your track.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. R. M. Brown
Mr. Dean Swift
Mr. Enrique Rodriguez
Mr. P. M. Stephenson ✓

NOTED
P. M. STEPHENSON

[illegible]
STATE [illegible]

FORM E-128-X 80M 6-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

D Cook

5990

February 19, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Mitchell Point-Hood River
UPRR Overcrossing
Contract No. 5990
FAP No. I-80N2(23)61

Dear Mr. Polk:

Pacific Concrete Company began work on the Mitchell Point-Hood River UPRR Overcrossing of the Columbia River Highway in Hood River County, Contract No. 5990 FAP No. I-80N2(23)61, on February 15 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
J. W. Nash
D. D. Parkes

NOTED
FLOYD QUERY

RECEIVED
FEB 19 1962
FOR FILING

I-80N-2(23)61

5990

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 196

SUBJECT: Hood River O'Xing of the
Union Pacific Railroad
Contract No. 5990

To: Leonard I. Lindas
Chief Counsel

OFFICE

Herewith original and copy of an agreement being negotiated with Union Pacific Railroad. This agreement permits the contractor to place a construction roadway on Union Pacific property at the site of the above project.

I have reviewed the engineering factors of the agreement and they are satisfactory to this office, and so far as I am concerned ready to be put in line for the necessary signatures.

Ivan D. Merchant
Bridge Engineer

G. S. PAXSON

CAG:dl

Encl.

cc: [illegible]

RECEIVED
FEB 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 19 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5110

January 17, 1962
File Ref. D 315-2-40

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

**Attention:** Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Hood River (Eastbound Overcrossing)
Bridge No. 8662

By letter of November 21, prints of a proposed grade crossing of your tracks for the contractor's use during the construction of the subject project were sent you.

I am enclosing four copies of a print indicating a revised location of the contractor's "At Grade Haul Road." I believe the contractor has been in communication with you regarding this proposed change, and that you are agreeable to the proposed change in your two-pole communication line tower to a position approximately 20 feet east of its present position. It will be satisfactory for your crews to proceed with this signal line change when they are on the job site.

By letter of December 29, you furnished us an estimate-of-cost on the contractor's original haul road proposal. In this estimate-of-cost there were two items covering a revision to the communication supports and the relocation of a signal instrument case, and a joint signal communication "H" fixture in the amount of $5,300 without additives.

Will you please furnish us with the revised estimates-of-cost for line changes as required by the enclosed prints? The control box is to remain in the existing position, however, the two-pole "H" fixture will be moved approximately 20 feet to the east.

As soon as possible will you please furnish us with a supplemental agreement covering the proposed haul road as indicated on the attached prints?

RECEIVED
JAN 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/an
Enclosure
cc: Mr. R. H. Brown
Mr. Dean Swift
Mr. E. Rodriguez—w/ 1 att.
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
JAN 15 1932

COMMISSIONERS
E. K. OLIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 80N-2(23)64

5990

January 12, 1962

Your File Ref. D 315-2-40

Mr. G. M. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Hood River Overcrossing
Bridge No. 8662

By letter of November 21 you were informed that Pacific Concrete Company, the contractor, for the subject job, had requested a grade crossing of your tracks to be used during construction of the overcrossing structure. At this time, prints of a sketch furnished the State by Pacific Concrete Company were submitted to you.

Upon re-examination the Pacific Concrete Company have indicated verbally that they are desirous of revising the alignment of the proposed grade crossing; such that the "H" fixture supporting your communication lines and the instrument case on the easterly side of the structure would not have to be moved. Your estimate for signal and communication line revisions accompanying the Railroad/Highway Agreement did not contemplate moving these items.

As soon as possible will you please revise your signal and communication lines as per the original Railroad/Highway Agreement which did not contemplate the moving of the "H" fixture and the signal box.

Revised prints of the Pacific Concrete Company's grade crossing will be submitted to you as soon as received. I have been informed that the revisions in alignment would be only opposite approximate Highway Station 1168+50 and 1169+25.

No work is to be done on the grade crossing requested by Pacific Concrete Company until the supplemental agreement is completed and approved by this Department, and the contractor.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. R. M. Brown
Mr. P. M. Stephenson ✓
Mr. Dean Swift
Mr. Enrique Rodriguez

NOTED
P. M. STEPHENSON

RECEIVED
1962

5990

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 12, 1962

Pacific Concrete Company
10401 N. E. Marx Street
Portland, Oregon

Gentlemen:

Re: Hood River Overcrossing
Bridge No. 8662

On November 21 alignment sketches of your proposed grade crossing of the Union Pacific tracks at the subject job were submitted to the Railroad with the request that a supplemental agreement be prepared for this crossing. Since that time you have informed me that some revision will be made in the alignment of this grade crossing.

At your earliest convenience will you please submit a tracing indicating the revised grade crossing alignment or a minimum of eight prints of the same so that the prints may be transmitted to the Railroad, and the supplemental agreement completed.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
NOV 27 1961
FOR FILING

I-80N-2(23)61

5990

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

**November 27, 1961**

**Pacific Concrete Company**
**10401 Northeast Marx Street**
**Portland, Oregon**

**Gentlemen:**

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 5990, awarded October 20, 1961, for Hood River UP RR Overcrossing of Mitchell Point-Hood River Section of Columbia River Highway in Hood River County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

**mc**

RECEIVED
OCT 24 1961
FOR FILING

5990

477 Cottage Street, N.E.
Salem, Oregon

October 20, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-2(23)61

As requested in your letter of today advising that all rights-of-way or rights-of-entry have been acquired for Oregon Project I-80N-2(23)61, Union Pacific Railroad Overcrossing (Hood River), Columbia River Highway we hereby concur, as of this date, in award of Contract No., 5990 to Pacific Concrete Co., of Portland, Oregon, low bidder in the amount of $288,033.00 at the October 18, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
OCT 2 1961
FOR FILING
I-80N-2(23)61

477 Cottage Street, N.E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

September 26, 1961

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-2(23)61

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(23)61, Union Pacific Railroad Overcrossing at Hood River on the Columbia River Highway.

This is to authorize your advertising for bids.

Approval of P. S. and E. is with the understanding that you will make any corrections or additions found necessary following completion of our detailed review.

Porter

RECEIVED
SEP 27 1961
FOR FILING
[illegible]
[illegible]

September 26, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Hood River Overcrossing
Union Pacific Railroad
Columbia River Highway

Dear Sir:

Attached is a copy of the agreement between the Union Pacific Railroad Company and the State which covers the encroachment where we overcross the Union Pacific tracks in the west part of Hood River, and also an encroachment on the Hood River-Mosier Section built several years ago.

You will note that the effective date of this agreement is March 3, 1959. The agreement was received from the Railroad in August of 1961 and was signed by the Highway Commission on September 15, 1961. It has been returned to the Railroad for completion. When we receive the completed agreement, conformed copies will be furnished for your records.

Since this covered work done previously, the flagging rates are not included in the agreement. However, I am attaching a copy of a letter from the Union Pacific Railroad Company dated June 13, 1961, setting up these flagging costs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.
cc Mr. W. C. Williams

Salem, Oregon
September 26, 1961

Mr. Tom Edwards
Mr. Ivan Merchant
Mr. Dean Swift

The agreement covering the second overcrossing of the Union Pacific tracks at the west edge of Hood River was signed by the Highway Commission on September 15, 1961, and has gone back to the Railroad Company for completion.

For your use in the meantime, I am attaching a copy of the agreement. This does not have maps, which will not be available until the agreement is returned from the Railroad. I also attach a letter from Union Pacific giving the rates of pay for flagmen and watchmen on the project.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

RECEIVED
SEP 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 25, 1961

C
O
P
Y

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: Pux 309-Haines Grade Xing
Haines Anthony Sec. Highway

Pux 373-2nd Hood River O-Xing
Columbia River Highway
File 16935

Dear Mr. Baker:

Herewith I transmit two signed copies of each of the above-entitled agreements. These have been signed by the Highway Commission and are returned to your office for signature by the railroad.

When the State's executed copies are returned to this office I would appreciate receiving ten copies of the Schedule 1 on each file, and ten copies of Exhibits "A" and "B".

Yours very truly,

L. I. LINDAS
Chief Counsel

By

GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 4

cc: G.S. Paxson

RECEIVED
OCT 12 1961
FOR FILING

Salem, Oregon
September 22, 1961

Agenda Item 5-r

Pux 373 - 2nd Hood River O-Xing
Union Pacific Railroad
Columbia River Highway
Hood River County
File 16935

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached for further handling are two copies of an agreement with the Union Pacific Railroad Company covering the 2nd Hood River O-Xing of the Columbia River Highway in Hood River County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 30M 6-61 30091

**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
SEP 15 1961

5.2

5.2

Salem, Oregon
August 29, 1961

**SUBJECT:** Pux 373 - 2nd Hood River O-Xing
Union Pacific Railroad
Columbia River Highway
Hood River County
File 16935

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Please find attached two copies of proposed easement and construction agreement between Union Pacific Railroad and the State covering the above-entitled matter. This agreement should be presented to the Commission for acknowledgement and execution.

After it has been executed by the Commission, please return both copies to this office for further handling.

Glen V. Sorensen
GLEN V. SORENSEN
Staff Attorney

GVS:ks
enc. 2

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED
(by Commission)

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

M

RECEIVED
JUL 6 1961
FOR FILING

I 80N-2(3)
[illegible]

Salem, Oregon
July 5, 1961

Second St. Overcrossing
Hood River

Mr. Ivan D. Merchant

Herewith copy of a letter from the Port of Hood River requesting provision for an 8-inch water main.

Can this be done?

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

July 3, 1961

Mr. Dean Swift, Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Dean:

This is in reference to design and construction of the new Second Street Overpass serving the City of Hood River, the Expressway, and the Port of Hood River.

As you know the Port of Hood River owns 600 acres of property adjacent to the Expressway from East of the Toll Bridge to the old Jaymar site. At present a 12 acre site east of our bridge has been developed and considerable work accomplished on the Port of Hood River Boat Basin.

On June 23 the Corps of Engineers let a contract for complete rebuilding of the Boat Basin. Work will include dyking, road construction, and dredging of 185,000 cubic yards from the Basin. The Port of Hood River will use the spoils for further industrial site development and have Budgeted a major remodeling of boat basin facilities so as to serve large commercial vessels on the river. It will be very necessary that plans are made for utility service of adequate size in anticipation of future growth and to serve existing needs.

For example we have no fire main protection in our industrial and Boat Basin area. Best estimates by engineering and fire protection personnel for the Port indicated that a minimum of an 8" line must be provided via the Second Street Overpass to serve our facilities. An inspection of the overpass indicates that there are two alternatives. (1) That a 16 inch culvert be provided under the highway right of ways to permit necessary instalation of utilities. (2) Provision be made so that the City of Hood River may attach the 8 inch or larger main to the overpass structure.

It is our personal recommendation, in the interests of cost and convenience that provision be made so that an 8 inch manin may be attached to the overpass structure as is the case on many of the Banfield Expressway overpass structures.

We ask that serious consideration be given our recommendation. We shall look forward to your comments regarding our recommendation.

Yours very truly,

PORTOF HOOD RIVER COMMISSION

George D. Bartch, Manager
GDB/na

COPY

RECEIVED
JUL 5 1961
OREGON
STATE HIGHWAY COMMISSION

cc: Harold Brainord, Glen Starkey Forrest Cooper Hal Puddy, Mart Perkins

RECEIVED
JUN 19 1961
FOR FILING

June 15, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
[illegible] N. Larrabee Avenue
Portland 17, Oregon

Re: Hood River-Mosier Section
Columbia River Highway
Hood River County

Dear Sir:

I am returning herewith the duplicate copies of a proposed agreement between your company and State covering the second Hood River overcrossing and the encroachments between Hood River and Mosier. The agreement, in general, is satisfactory, but there is considerable question as to subsection (d) in Section 4, which appears on Page 5 of the proposed agreement. The last sentence of this subsection would seem to require the State, at its own cost, to build a retaining wall which would prevent its highway slopes from running onto your proposed relocation of the railroad. This is in an area outside of your right of way and on property owned by the State.

In all projects in which we have been concerned in the Columbia River Gorge, we have adjusted our facilities where they occur on your right of way to accommodate your plan for future relocation, and we have no objection to doing this since the property in question is yours and you should retain use of it. In this particular case, the embankment slopes which the proposed wall would contain are entirely upon State-owned property, and we in turn should have the privilege of developing this for our own use. We have no objection at all to granting your company an easement across this State right of way subject to the same restrictions as are contained in previous agreements with your company whereby your use of the property would not endanger or interfere with our highway use.

I would suggest that this page of the agreement be rewritten and the following be substituted for the last sentence in Subsection (d):

"If the Railroads make such future track relocation, State agrees to grant Railroad easement across State's right of way on the alignment shown on map Exhibit B provided that such relocation be done in a manner that will not endanger or interfere with State's facilities. All costs of such relocation including, but not limited to, any retaining wall needed to contain the highway slope, shall be at expense of Railroad. All work on State's property shall be in accordance with plans and specifications approved by both the State and Railroad."

I would appreciate hearing from you in this matter at your earliest convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

enc.
cc Mr. R. M. Brown
bc Mr. W. C. Williams
Mr. L. I. Lindas
Mr. Ivan Merchant
Mr. Tom Edwards

GSP:ae ms

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 13, 1961

(Ref. File: D 315 - 2 - 40)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to previous correspondence regarding relocation of Hood River - Mosier Section of Columbia River Highway which includes 2nd. overcrossing at west end of Hood River:

Herewith proposed agreement granting easement for areas of additional encroachments and covering construction.

If satisfactory, will you please have agreement executed by the State Highway Commission? Date of agreement should be filled in before execution. Please note under Section 11, effective date has been shown as March 3, 1959, the date State was granted a permit of entry and in paragraph (e) on page 5, time for completion is indicated as 4 years, making time of completion March 3, 1963.

Inasmuch as this project was started in 1959 and apparently all approved by the Bureau of Public Roads prior to January 16, 1961, the agreement does not include detail on flagging, etc., as required by 21-10(5) and 30-3(4) issued January 16, 1961; however pursuant to your verbal request of June 6th, following is information on furnishing flagging and other protective services during construction of 2nd overcrossing at west end of Hood River:

Information as to the Railroad employees which may be required to provide protection to railroad facilities is as follows:

| Number (a) | Classification (b) | Base Pay (c) | Headquarters (d) |
|---|---|---|---|
| 2 | Section Labor | $2.12 to $2.17 per hour | Hood River, Oregon |
| 1 | Section Foreman | $2.36 to $2.51 per hour | " " |

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Railroads.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 16, 1961. Normal overtime rate is one and one-half times base rate.

(d) Estimated costs for travel per employee from headquarters to jobsite and return is $3.25 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the State or its prospective bidders.

#3
Mr. W. C. Williams

June 13, 1961

Item 5 of Exhibit "D" includes in addition to estimated cost of flagman and watchman service, the estimated cost for engineering and inspection service. On basis that an Engineer-Inspector will be required about 4 months, the estimated cost is as follows:

| | |
|---|---|
| Engineer-Inspector, 4 months at $640.00 | $2,560. |
| Personal expenses, approximately $250.00 per month | 1,000. |
| Car Rental, approximately $150.00 per month | 600. |
| Employee Benefits, Insurance, etc. (25%) | 640. |
| Contingencies | 480. |
| Estimated Total Cost for Engineer-Inspector | $5,280. |

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

enc.

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JUN 15 1961
OREGON
STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 17 1961
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**OREGON STATE HIGHWAY DEPARTMENT**

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

SUBJECT: Pux 373 - Second Hood River O-Xing
Union Pacific Railroad Co.
Hood River County

To:
Mr. G. S. Paxson
Mr. Ivan Merchant (4)
Mr. Tom Edwards (2)
Mr. I. A. DeFrance (2)
Mr. Dean Swift (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. J. W. Nash (3)

Herewith I hand you copy of Order No. 37657 issued by the Public Utility Commissioner, under date of February 10, 1961, relative to the above-titled project.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

NOTED

RECEIVED
FEB 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37657

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 135

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a second overcrossing over the tracks of Oregon Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the SECOND HOOD RIVER OVERCROSSING project, situated in the City of Hood River, in the NE¼ of the SW¼, Section 25, Township 3 North, Range 10 East, W.M., in Hood River County, Oregon.

ORDER

The above entitled matter was duly heard on October 24, 1960, at Salem, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Counsel
Salem, Oregon

Glen V. Sorensen, Staff Attorney
Salem, Oregon
In behalf of the Oregon State
Highway Commission

For Respondent:

Robert B. Batchelder, Attorney
Portland, Oregon
In behalf of the Union Pacific
Railroad Company

On May 3, 1960, the State of Oregon, by and through its State Highway Commission, filed its Petition for authority to construct a second overcrossing known as the SECOND HOOD RIVER OVERCROSSING project over the tracks of the Oregon Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Railroad, in the City of Hood River, Oregon.

On May 6, 1960, a copy of the Petition was duly served upon the Union Pacific Railroad Company; Mr. G.H. Baker, 2525 North Larrabee Street, Portland, Oregon; Mayor and City Council, Hood River, Oregon; and the Hood River County Court, County Courthouse, Hood River, Oregon.

On May 23, 1960, the City Council of Hood River, Oregon, filed its Answer, stating that it had no objection to the Petition and plans as presented.

On June 3, 1960, the Union Pacific Railroad Company filed its Answer with the Commissioner: Denying paragraph D of paragraph VI of the Petition which stated, "subject to reimbursement as hereinabove stated, place and remove such "impaired clearance" signs as may be required for railroad operations"; Denying that part of paragraph VIII of the Petition which stated that "if railroad companies can shift traffic on the main line and passing tracks to coordinate with the pier foundation construction, impaired clearance on neither said tracks will be required."

The matter was set down for hearing on September 28, 1960. Upon the request of the parties, the matter was reassigned for hearing on October 4, 1960, and again reassigned to October 24, 1960. Notices of hearing were duly published and served upon all interested parties.

Evidence was adduced in behalf of Petitioner and Respondent, the hearing was completed and the matter submitted for determination. Based upon the record and evidence it is found that:

On September 17, 1951, the Petitioner secured authority from the Public Utility Commissioner, by Order

No. 28212 to construct an overcrossing structure on the Columbia River Highway for two-way traffic over the tracks of the railroad companies. In order to provide for an additional two lanes of traffic and bring the Columbia River Highway to Federal Interstate Highway standards it is now desirable and necessary to construct an additional overcrossing structure, the center line of which is to be located approximately 64' south of the center line of the existing structure. Drawing No. 8662-A entitled "Plan and elevation to Viento--Hood River Overcrossing Section" and Drawing No. 15265 entitled "Vicinity map and profile Viento--Hood River Overcrossing Section" were submitted with the Petition and by reference made a part thereof. After completion, the existing overcrossing will serve westbound traffic only and the new overcrossing will serve eastbound traffic only.

The proposed crossing will overcross a railroad passing track, a main line track and two spur tracks. The overcrossing is designed to permit the construction of an additional future side track, a future passing track and a future main line track. The structure will be built in accordance with accepted engineering practices and will conform to the standard design for Interstate Roadway Systems. It will have concrete deck girder spans and three steel spans over the track area and will be 35' wide. No provision is made for sidewalks. The structure will be approximately 627' long, will intersect with the U.P.R.R. main line at an angle of 29°24.3' in the northwest quadrant and will be at railroad station R.R. 1225+22.87 P.O.T. The structure provides a maximum clearance of 31' 7½" and a minimum clearance of 29' 1¼" between the super-structure and base of rail. Said clearances are in excess of minimum requirements of interstate highway system standards. The placement of the supporting columns in relation to the railroad tracks provide adequate lateral clearance between the train and the supporting columns. Details of the proposed overcrossing structure are more fully set out in Drawings 8662-A and 15265 submitted with the Petition and by reference made a part thereof.

During construction, the erection of falseworks and the placing of other necessary construction materials will not reduce the overhead vertical clearance which will be at all times in excess of the minimum requirements as set out in Public Utility Commissioner's Order No. 33700. Temporary impaired horizontal clearances will be required but at no place will these impairments reduce clearance to less than 7' 6" from the center of tracks. Such limited temporary impairment is permissible under the circumstances.

The approach grade of the proposed overcrossing from the west is a descending grade of 2.52% and the grade approaching the proposed structure from the east is an ascending grade of 3.67%. This grade of 3.67% though steep is not excessive under the circumstances and is acceptable.

The volume of traffic using the railroad is 30 trains per day. The volume of traffic one-way on the proposed structure will be approximately 2,050 vehicles with an anticipated volume of 5,000 vehicles per day in 1975.

It has been agreed between the Petitioner and the Respondent railroad that:

1. Should impaired clearances during construction of the project be necessary appropriate warning signs shall be installed, maintained and removed at the expense of the Petitioner.

2. The Petitioner shall, after the completion of the structure, maintain the structure, its appurtenances and approaches.

3. The railroad, subject to reimbursement by the Petitioner, shall make such rearrangements in its signal and communication lines as may be required to safeguard it during the construction of the project and reinstall the same on permanent location after the completion of the project.

4. Subject to reimbursement by the Petitioner, the Railroad shall furnish and install such protective guard rail on and along the existing railroad main line tracks as may be necessary.

5. Subject to reimbursement by the Petitioner, the Railroad shall furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project.

6. Subject to reimbursement by the Petitioner, the Railroad shall remove and replace such right-of-way fences as may be required for the construction of the project.

7. After completion of the project, the Railroad, at its own cost and expense, shall maintain existing and future railroad tracks, their appurtenances and facilities.

From the foregoing it is concluded that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks of the Oregon Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the SECOND HOOD RIVER OVERCROSSING project, should be granted; it is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct a second overcrossing over the tracks of Oregon Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the SECOND HOOD RIVER OVERCROSSING project, situated in the City of Hood River, in the NW¼ of the SW¼ of Section 25, Township 3 North, Range 10 East, W.M., in Hood River County, Oregon, be and the same is hereby granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner in conformity with accepted engineering practices and according to standards of the Federal Interstate Highway and in conformity with Drawings 8662-A and 15265 submitted with the Petition and by this reference made a part hereof; and it is further

ORDERED that Petitioner shall, at its own cost and expense, install, maintain, and remove all necessary impaired clearance warning signs; and it is further

ORDERED that, after completion of the proposed overcrossing structure, the Petitioner shall, at its own cost and expense, maintain such structure, its appurtenances and approaches; and it is further

ORDERED that the Railroad shall, subject to reimbursement by the Petitioner, make such rearrangements in its signal and communication lines as may be required to safeguard it during the construction period of the project, and reinstall the same in permanent locations at the completion of the project; and it is further

ORDERED that the Railroad shall, subject to reimbursement by the Petitioner, furnish and install such protective guard rails on and along the existing railroad main line tracks as may be necessary; and it is further

ORDERED that the Railroad shall, subject to reimbursement by the Petitioner, furnish such watchmen and flagmen services as may be required to safeguard railroad operations during the construction of the project; and it is further

ORDERED that the Railroad shall, subject to reimbursement by the Petitioner, remove and replace such right-of-way fences as may be required by the construction of the project; and it is further

ORDERED that the Railroad shall, at its own cost and expense, maintain existing and future railroad tracks, their appurtenances and facilities after completion of the project; and it is further

ORDERED that impairments to the standard horizontal clearances as prescribed in Public Utility Commissioner's Order No. 33700 which are necessary to or result from the placing of false work or the erection of building materials required for the construction which do not fall within a line 7' 6" from the center of rail, are herein authorized as temporary impaired clearances, such impairments to be removed upon completion of the proposed structure; and it is further

ORDERED that Union Pacific Railroad Company is authorized to operate over the impaired tracks under the conditions of impairment referred to herein; and it is further

ORDERED that the designation 2A-62.5-A shall be assigned to the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 10th day of February, 1961.

Jonel C Hill
Public Utility Commissioner

(SEAL)

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I-61-[illegible]

# 5990

Hood River

Salem, Oregon
December 27, 1960

**East Hood River Interchange**
**Pumping System**
**Mitchell Point-Hood River Section**

Mr. Frank Hall

Attention: Mr. Lyle Watson

My recommendations for bringing this pumping system up to interstate standards are to (1) increase from 18-inch to 30-inch the size of pipe from the junction box catch basin to the sump; (2) add an auxiliary sump 14' x 14' x 10' feet deep connected to the pump sump by a 30-inch pipe; (3) replace the existing 40-HP Cornell pump with a Pacific Type 16-B2, or equal, with extension so as to discharge above the pump floor; (4) salvage the existing 6-inch and 10-inch discharge lines and re-lay the 10-inch line in parallel with a new 10-inch line so that the outfall will be located in the outer dike north of Station 1220; or, (4a) salvage the existing 6-inch discharge line and add a new 10-inch line parallel to the existing 10-inch line with an 18-inch corrugated metal gravity flow pipe to carry the discharge to the river; (5) place a one-foot filter blanket of pea gravel over the interchange between legs and below elevation 92.

An explanation of these recommendations follows:

The original pumping system at this location consisted of two 5-horsepower electric pumps in a concrete sump 8' x 8' x 12' deep. (See attached drawing No. 10268.) The system was built in 1952 to handle the surface runoff and Columbia River flood seepage which infiltrated the depressed area of this interchange. From the start it was found that the two 5-HP pumps could not handle the job. At first gasoline powered pumps were used to supplement the small pumps. In April 1957, a 40-HP electric pump was permanently placed in the pump house.

The 40-HP pump used to handle the surplus discharge was an unfortunate choice. It is a Cornell Model 4RO-40-4 and is designed to operate at 1,750 r.p.m. with peak efficiency of 73% at 1,000 g.p.m. against a head of 115 feet. In its present location it is capable of discharging 1,600 g.p.m. against the existing head of only 35 feet with an efficiency of not over 50%. With a properly designed moderate head, high capacity system a 1,200 r.p.m. 40-HP motor could pump 3,000 g.p.m. against a 35-foot head.

Initially, the pumps discharged into the Columbia River opposite Station 1223. Subsequent to 1957, however, additional hydraulic fill has been placed so that the discharge is onto this very permeable fill. The result of this is that during high river stages when there is seepage through the fill the pump discharge will rapidly infiltrate the fill to the seepage plane where it will join the seepage and return to the sump, the net effect being that the pump will cease to fulfill its function. The discharge line should therefore be relocated opposite Station 1220 where the flow may return to the river.

The seepage which takes place comes through the interchange legs at such an elevation that it becomes surface flow on the inside slopes, from whence it flows to the two catch basins. Most of this flow comes from the southeasterly portion of the interchange. When the fill was fresh, and especially in 1956, this surface flow eroded numerous channels, depositing the eroded sand in the catch basins and the sump where it caused considerable grief. The maintenance crew has temporarily controlled this erosion by backfilling the eroded channels with gravel.

Mr. Sawyer, the D.M.S. for this district, measured a maximum seepage of 1,120 g.p.m. during the 1956 flood. From what soils data is available this fill was built on a blue clayey silt and a loose brown sand and gravel. Since more seepage is said to originate from under the main fill, Station 1222 to 1225, than comes through the riverside interchange legs, it would seem that the loose sand and gravel is one of the primary sources of this high rate of seepage. It is also Mr. Sawyer's opinion that this seepage is increasing from year to year with the same river stage. This could indicate that serious piping is taking place.

Discussions with the Landscape Section have indicated that controlling erosion and transportation of sand by use of topsoil and planting would be expensive and perhaps not too satisfactory. Mr. Sawyer says there is a considerable quantity of pea gravel in a State-owned pit at Mosier. This material would be well suited for use as a filter blanket over the areas between roadbeds. A one-foot blanket below elevation 92 should perform well. This would not affect the flow of water but would limit the transportation of sediment and the subsequent plugging of catch basins and sump.

Also, I would question the advisability of excavating a substantial portion of the dike along the "C" line without adding to the outside of the dike, preferably with a clayey soil.

The published rainfall record for Hood River indicates that during the period from 1940 to 1950 the greatest storm of one-hour duration occurred on June 7, 1947, and amounted to 0.52 inch. This storm occurred when the river was at a stage of about 34 feet, only about one foot below the highest stage for that year. In general, the short, intense storms, which are likely to cause the greatest runoff from this small drainage area, will probably occur during the months of April through September and the first four months of this period are the months which are most likely to experience high water on the Columbia.

In keeping with the Bureau of Public Roads policy of designing the drainage of depressed areas of interstate freeways for a 50-year storm, and since this underpass provides the only means of access between the eastbound lanes of the freeway and the interstate bridge, I have used as a design discharge a 50-year - 15-minute storm occurring at a time when a large part of the inner areas of the interchange are saturated with Columbia River seepage. Allowing 1,200 g.p.m. for seepage the total design inflow would be 4,630 g.p.m.

If the storage capacity were limited to that of the present sump, almost 4,630 g.p.m. of pumping capacity would be required. This would require the addition of a 40-HP, or larger, moderate head pump. The combination of high capacity pumps and low volume sump would result in a large number of stop and start cycles which would be detrimental to motor life. If the sump storage capacity were augmented by the construction of a 14' x 14' x 10' sump, connected to the pump sump by a 30" pipe, the required pumping capacity would be reduced to 3,000 g.p.m.

Several pumps have been investigated as a means of augmenting the present capacity of the system. The first pump would be a double suction centrifugal pump similar to Pacific Type 6-AM. This would pump 1,500 g.p.m. against a 35-foot head with a 20-HP motor. It would require an additional 10-inch discharge line and additional wiring and controls. The principal objection to this type of pump would be the possibility of temporary failure due to loss of prime. One of the 5-HP pumps would be removed to make room for it. Being a horizontal pump, it would take up considerable space. The estimated cost for the pump, discharge pipe and controls, based on the manufacturer's price, would be $4,290. The second pump considered was a sump type with pump in the water and motor on the floor above, similar to Pacific Type 6-BE. This pump would have the same capacity and same motor as the Type 6-AM but would cost an estimated $5,250, with controls and piping, because of the more expensive type of construction. There would be no possibility of failure due to loss of prime. Mr. Sawyer was opposed to this type of pump because the present sump-type pumps have had bearing trouble, probably due to operating in sandy water. Using a protected bearing should eliminate this trouble. This pump would be installed in place of one of the 5-HP pumps. The third pump considered was a so-called "Ditch Pump', similar to Pacific Type 16-B2. This is a propeller type pump, rather than a centrifugal type, and is more efficient at low heads. This pump will discharge 3,000 g.p.m. against a head of 35 feet with a 30-HP motor. The 40-HP Cornell could be salvaged, (Mr. Koons says the Parks Division could use it at Cove Palisades Park.) and the same controls used on the ditch pump. Allowing $500 for the salvage value of the Cornell pump, I would estimate the cost of the ditch pump and discharge pipe at $4,350. The lower end of this pump being submerged, sand-proof bearings should be used in it also. The latter pump would lack the advantage of having an alternate high capacity pump in place in the event of failure.

John C. Jenkins
Asst. Research Engineer

JCJ:ms

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NOV 28 1960

FOR FILING

I-SN-3153
D. J. CALLAHAN
MANAGER OF PROPERTIES
H. C. HARVEY
GENERAL TAX AGENT
O. W. RYAN
GENERAL INDUSTRIAL AGENT

**UNION PACIFIC RAILROAD COMPANY**

PROPERTIES DEPARTMENT

FORM 3505
6-60-3M

PITTOCK BLOCK
PORTLAND 5, OREGON

RAILROAD COMPANIES
FILE NO. 241

November 22, 1960

26804

State of Oregon
State Highway Department
Salem, Oregon.

Attention: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

Reference is made to your letter of October 4, 1960.

Enclosed is your fully executed counterpart of "Letter Agreement" from the Union Pacific Railroad Company granting the State of Oregon permission to enter upon that Company's right of way to do exploratory foundation drilling at the site of the Hood River railroad overcrossing of US 30 in Hood River County.

Very truly yours,
D. J. Callahan

RECEIVED
NOV 23 1960
SALEM
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

October 4, 1960

Agenda Item 5-m

Union Pacific Railroad Company
Department of Operation
828 Pittock Block
Portland 5, Oregon

Attention: Mr. D. F. Wengert
General Manager

Gentlemen:

We are enclosing two copies of a "Letter" from the Union Pacific Railroad Company granting State permission to enter upon the Company's right of way to do exploratory foundation drilling at the site of the Hood River railroad overcrossing of US 30 in Hood River County. These copies have been executed by the State Highway Commission and are now ready for the signature of the General Manager of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________
C. W. Head, Assistant Secretary

rn
Enc. 2

P.S. A photo copy of the above "Letter" has been retained pending receipt of a fully signed Copy.

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Coast
[illegible] [illegible]
Sup. 37[illegible]

September 27, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next meeting of the Highway Commission an agreement with the Union Pacific Railroad Company granting us permission to enter upon its right of way to do exploratory foundation drilling at the site of the Hood River railroad overcrossing of US30.

Your approval of the agreement is recommended.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc Mr. G. S. Paxson
Mr. J. W. DeSousa
Mr. Ivan Merchant

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

September 22, 1960

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Ivan D. Merchant, Bridge Engineer

Gentlemen:

Referring to your request for permission to enter property of these companies along their main line and side tracks at Hood River, Hood River County, Oregon, for the purpose of making foundation explorations for the second Hood River overcrossing of the Columbia River Highway with your six (6) inch churn drill.

Oregon-Washington Railroad & Navigation Company, an Oregon corporation, and its Lessee Union Pacific Railroad Company, a Utah corporation, (hereinafter collectively called "Railroads"), so far as they may lawfully do so, hereby license and permit the State of Oregon, acting by and through its State Highway Commission, (hereinafter called "State"), during the term of this permit, solely for the purpose hereinafter stated, to enter upon and to have ingress to and egress from the railroad right of way, in Hood River, Hood River County, Oregon, in the locations indicated by green color on map dated September 2, 1960, marked "Exhibit A", hereto attached and made a part hereof.

This license and permission are granted only for the purpose of permitting the State to drill test holes on the right of way of said Railroads and for no other purpose whatsoever; and said license and permission are subject to the terms, provisions and conditions hereinafter stated.

The aforesaid work of the State shall be performed at such times and in such a manner as not to endanger, interfere with, interrupt or delay operations of the Railroads nor damage property of the Railroads, nor cause injuries to persons or damage to property for which the Railroads may be responsible. Before commencing any such work the State shall give the Railroads reasonable notice thereof.

No holes shall be drilled within ten (10) feet of the centerline of any track, and no open holes, pits or excavations shall be established or created in any location where railroad personnel would be endangered. No dozier work shall be performed within fifteen (15) feet of the centerline of any track.

Drilling in the location marked "A" on aforesaid map hereto attached will be centered between the tracks and flagman and watchman service will be required and provided when such work is being performed. The Railroads, at the expense of the State, shall provide such flagman and watchman service as in the judgment of the Railroads may be necessary for the protection of the Railroads' property and operations. The State will reimburse the Railroads for the expense of performing flagman and watchman service, as hereinabove provided, promptly upon receipt of bill or bills therefor.

The State shall not drive stakes closer than ten (10) feet from the centerline of any track or switches nor leave them projecting above the ground in such a manner as to create a stumbling hazard.

The State agrees that test holes will be refilled and survey stakes or other markers placed on the right of way will be removed promptly upon expiration or termination of this license and permit.

In prosecuting said work on or in the vicinity of railroad property the State shall and will exercise special care not to cause or create instability of rock, earth or other material nor cause slides of falling rock, earth or debris.

The State agrees to shore and crib all excavation and/or trenching for the installation and maintenance of said test holes on Railroads' property in sufficient strength to withstand any vibration caused by operations of the Railroads over trackage in the vicinity of such excavation or trenching to the satisfaction of the Railroads and in the event such work is performed for the State by any contractor or subcontractor, the State shall require such contractor or subcontractor to perform such work in the manner provided above.

The State or its personnel or contractors shall not move any equipment across railroad tracks except under protection of flagman or flagmen furnished by the Railroads at the expense of the State, and the State agrees to pay the expense of furnishing such flagman or flagmen promptly upon receipt of bill therefor.

The license and permission hereby granted shall be effective as of the 22nd day of September, 1960, and shall expire on the 21st day of September, 1961, unless sooner terminated by the undersigned giving to the State, thru its State Highway Department at Salem, Oregon, thirty (30) days written notice of intention so to do.

The provisions of this agreement shall inure to the benefit of the Railroads and of any other railroad company or companies now or at any time using or occupying the Railroads' tracks or facilities.

Please indicate acceptance in the space provided below.

OREGON-WASHINGTON RAILROAD & NAVIGATION
COMPANY
UNION PACIFIC RAILROAD COMPANY

By__________________________
General Manager

The foregoing license and permit and each and all of the terms and conditions therein stated are hereby accepted this 29th day of September, 1960

RECOMMENDED FOR APPROVAL
G. S. Paxson
Assistant State Highway Engineer

STATE OF OREGON, acting by and through
its State Highway Commission

By__________________________
Chairman

By K. N. Fridley
Commissioner

By Glenn L. Jackson
Commissioner

Attest: C. W. Head.
Ass't. Secretary

approved as to form
Chief Counsel

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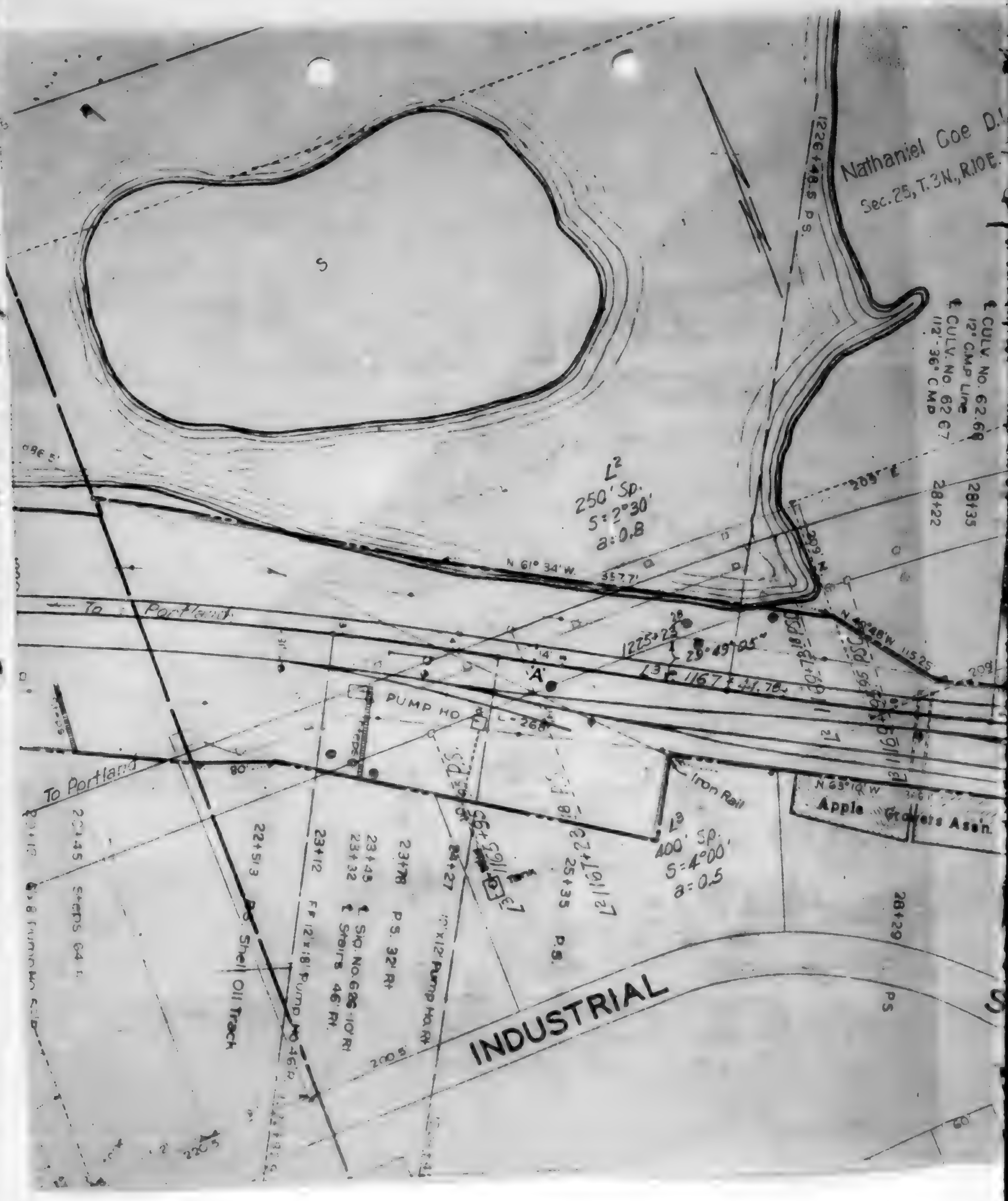
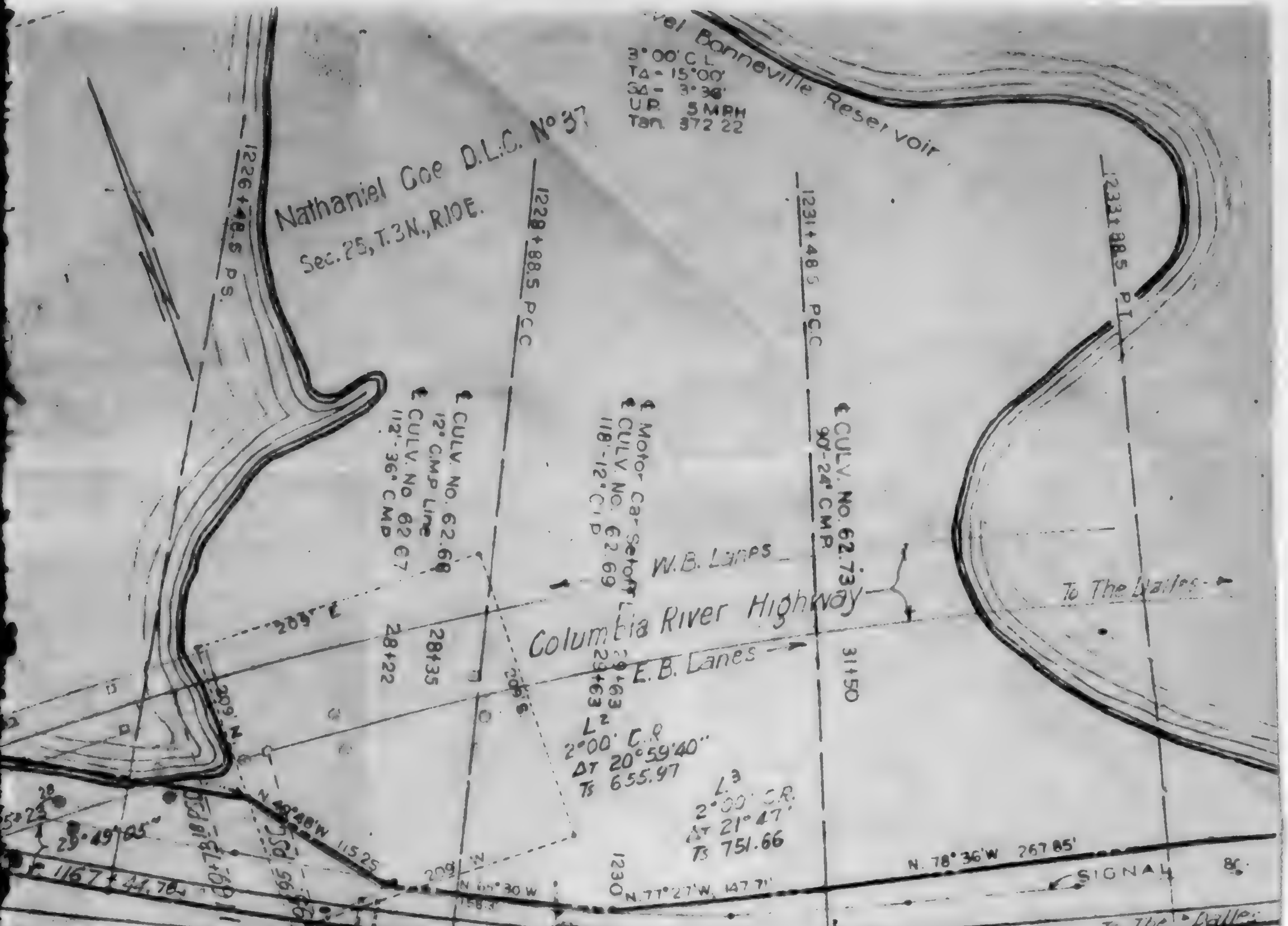
SEP 27 1960
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION



Nathaniel Coe D.L.
Sec. 25, T. 3N., R.10E.
1226+48.5 P.S.
℄ CULV. NO. 62.68
12" C.M.P. Line
℄ CULV. NO. 62.67
112'-36" C.M.P.
S
L2
250' Sp.
S=2°30'
a=0.8
203' E
28+22
28+35
209' N
N 61° 34' W.
357.7'
1225+23
23°49'05"
L3
℄ 1167+41.75
N 48°48' W
115.25'
To Portland
To Portland
A
14'
PUMP HO
L-268
80'
Iron Rail
N 63°10' W
Apple Growers Asso.
L3
400' Sp.
S=4°00'
a=0.5
22+45
22+51.3
23+12
23+45
23+32
23+78
24+27
25+35
P.S.
℄ Sig. No. 686 10' Rt.
℄ Stairs 46' Rt.
P.S. 32' Rt.
12'x12' Pump Ho. Rt.
F.P. 12'x18' Pump Ho. 46' Rt.
Shell Oil Track
Steps 64' Rt.
28+29
P.S.
INDUSTRIAL
200.5
220.5


Bonneville Reservoir
3°00' C.L.
TΔ = 15°00'
SΔ = 3°30'
U.P. 5 MPH
Tan. 372.22
Nathaniel Coe D.L.C. No 37
Sec. 25, T.3N., R.10E.
1226+48.5 P.S.
1228+88.5 P.C.C.
1231+48.5 P.C.C.
1233+88.5 P.T.
℄ CULV. No. 62.68 12" C.M.P. Line
℄ CULV. No. 62.67 112'-36" C.M.P.
℄ Motor Car Setoff
℄ CULV. No. 62.69 118'-12" C.I.P.
℄ CULV. No. 62.73 90'-24" C.M.P.
W.B. Lanes
Columbia River Highway
E.B. Lanes
To The Dalles
28+22
28+35
28+63
29+63
31+50
L²
2°00' C.R.
ΔT 20°59'40"
Ts 655.97
L³
2°00' C.R.
ΔT 21°47'
Ts 751.66
N. 78°36' W. 267.85'
N. 77°27' W. 147.71'
N. 65°30' W.
N 48°48' W 115.25
1167+44.78
1230
SIGNAL
OILED MACADAM
Iron Rail
L⁸
400' Sp.
S=4°00'
a=0.5
Apple Growers Ass'n.
Apple Growers Ass'n
28+29
P.S.
ST.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY

## HOOD RIVER, OREGON

To accompany agreement with the State of Oregon covering exploratory drill sites for Second Hood River Overcrossing
(MP 62.55)

*LEGEND*

Drill sites on Railroad R of W shown - - GREEN
Other drill sites shown - - - - - - - - YELLOW
Railroad Right of Way shown outlined - - - RED
DIVN. ENGR. OFF. ALBINA, OREGON -
Scale 1" - 100' Sept. 2, 1960

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NOV 15 1960
FOR FILING
I-80N-2(23)61
5990

Salem, Oregon
November 14, 1960

East Hood River Interchange
Pumping System
Mitchell Point-Hood River Section

Mr. Frank Hall

Hood River

Attention: Mr. Lyle Watson

The original pumping system at this location consisted of two 5-horsepower electric pumps in a concrete sump 8' x 8' x 12' deep. (See attached drawing No. 10266) The system was built in 1952 to handle the surface runoff and Columbia River flood seepage which infiltrated the hydraulic fill of which this interchange was constructed. From the start it was found that the two 5-HP pumps could not handle the job. At first gasoline powered pumps were used to supplement the small pumps. In April 1957, a 40-HP electric pump was permanently placed in the pump house.

The 40-HP pump used to handle the surplus discharge was an unfortunate choice. It is a Cornell Model 4RO-40-4 and is designed to operate at 1,750 r.p.m. with peak efficiency of 70% at 1,000 g.p.m. against a head of 115 feet. In its present location it is capable of discharging 1,600 g.p.m. against the existing head of only 35 feet with an efficiency of not over 50%. With a properly designed moderate head, high capacity system a 1,200 r.p.m. 40-HP motor could pump 3,000 g.p.m. against a 35-ft. head.

Initially, the pumps discharged into the Columbia River opposite Station 1223. Subsequent to 1957, however, additional hydraulic fill has been placed so that the discharge is onto this very permeable fill. The result of this is that during high river stages when there is seepage through the fill the pump discharge will rapidly infiltrate the fill to the seepage plane where it will join the seepage and return to the sump, the net effect being that the pump will cease to fulfill its function. The discharge line should therefore be relocated opposite Station 1220 where the flow may return to the river.

The seepage which takes place comes through the interchange legs at such an elevation that it becomes surface flow on the inside slopes, from whence it flows to the two catch basins.

Initially this surface flow brought so much fine sand with it that the maintenance crews had difficulty keeping the catch basins free. Vegetation seems to have now reduced the transportation of this fine sand.

In keeping with Bureau of Public Roads policy of designing the drainage of depressed areas of interstate freeways for a 50-year storm, and since this underpass provides the only means of access between the eastbound lanes of the freeway and the interstate bridge, I have used as a design discharge a 50-year - 15-minute storm occurring at a time when a large part of the inner areas of the interchange are saturated with Columbia River seepage. Allowing 1,200 g.p.m. for seepage (Mr. Sawyer, the D.M.S. for this area, measured a seepage inflow of 1,180 g.p.m. during the 1956 flood), the total design inflow would be 4,630 g.p.m.

The published rainfall record for Hood River indicates that during the period from 1940 to 1950 the greatest storm of one-hour duration occurred on June 7, 1947 and amounted to 0.52 inch. This storm occurred when the river was at a stage of about 34 feet, only about one foot below the highest stage for that year. In general, the short, intense storms, which are likely to cause the greatest runoff from this small drainage area, will probably occur during the months of April through September and the first four months of this period are the months which are most likely to experience high water on the Columbia.

If the storage capacity were limited to that of the present sump, almost 4,630 g.p.m. of pumping capacity would be required. This would require the addition of a 40-HP moderate head pump. The combination of high capacity pumps and low volume sump would result in a large number of stop and start cycles which would be detrimental to motor life.

If the sump storage capacity were augmented by the construction of a 14' x 14' x 12' sump, connected to the pump sump by a 30" pipe, the required pumping capacity would be reduced to 3,000 g.p.m. The additional pumping capacity could be provided by a 20-HP pump. The 20-HP pump would cost almost as much as the 40-HP pump but the number of stopping and starting cycles would be reduced, resulting in longer pump life.

My recommendations are, therefore, to (1) increase from 18-inch to 30-inch the size of pipe from the junction box catch basin to the sump; (2) add an auxiliary sump 14' x 14' x 12' deep connected to the pump sump by a 30-inch pipe; (3) replace one of the existing 5-HP pumps with a pump similar to Cornell Model 6NW VS 20-6, discharging 1,500 g.p.m. at 35-ft. head with a 20-HP motor; (4)salvage the existing 6-inch and 12-inch discharge lines and relay the 12-inch line with a new 12-inch line so that the outfall will be located in the outer dike north of Station 1220.

John C. Jenkins
Assistant Research Engineer

JCJ:ms

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**UNION PACIFIC RAILROAD COMPANY**

PROPERTIES DEPARTMENT

FORM 3505
8-60-3M

D. J. CALLAHAN
MANAGER OF PROPERTIES
H. C. HARVEY
GENERAL TAX AGENT 5-990
O. W. RYAN
GENERAL INDUSTRIAL AGENT

PITTOCK BLOCK
PORTLAND 5, OREGON

September 26, 1960

Mr. Ivan D. Merchant, Bridge Engineer
State of Oregon
State Highway Department
Salem, Oregon.

Dear Sir:

Enclosed are duplicate originals of proposed agreement covering permission to enter property of the Railroad Company along their tracks at Hood River, Oregon, for the purpose of making foundation explorations for the second Hood River Overcrossing of the Columbia River Highway with your six (6) inch churn drill.

Will you please arrange for execution of the documents which includes signing by the members of the State Highway Commission, attesting by Secretary and affixing of seal, after which you will please return to this office for completion on behalf of the Railroad Company?

Very truly yours,

D. J. Callahan

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[illegible]

NOTED
G. S. PAXSON

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JUN - 3 1960
FOR FILING

June 7, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Your File D 315-2-40

Dear Sir:

This will reply to your letter of May 19, 1960 in which you request information as to the alignment in the vicinity of the Second Street Overcrossing in Hood River. I attach hereto two prints from two sheets of the plans for this section of highway. The plans are not yet completed and you will note that these are marked "preliminary". There should, however, be no change affecting the area occupied by our embankments.

I have marked on these sets the toe of slope in red. You will note that nowhere do we encroach upon railroad right of way.

We have previously discussed with your office the easement across your tracks and right of way needed for the structure just west of Hood River.

Very truly yours,

W. C. Williams
State Highway Engineer

By

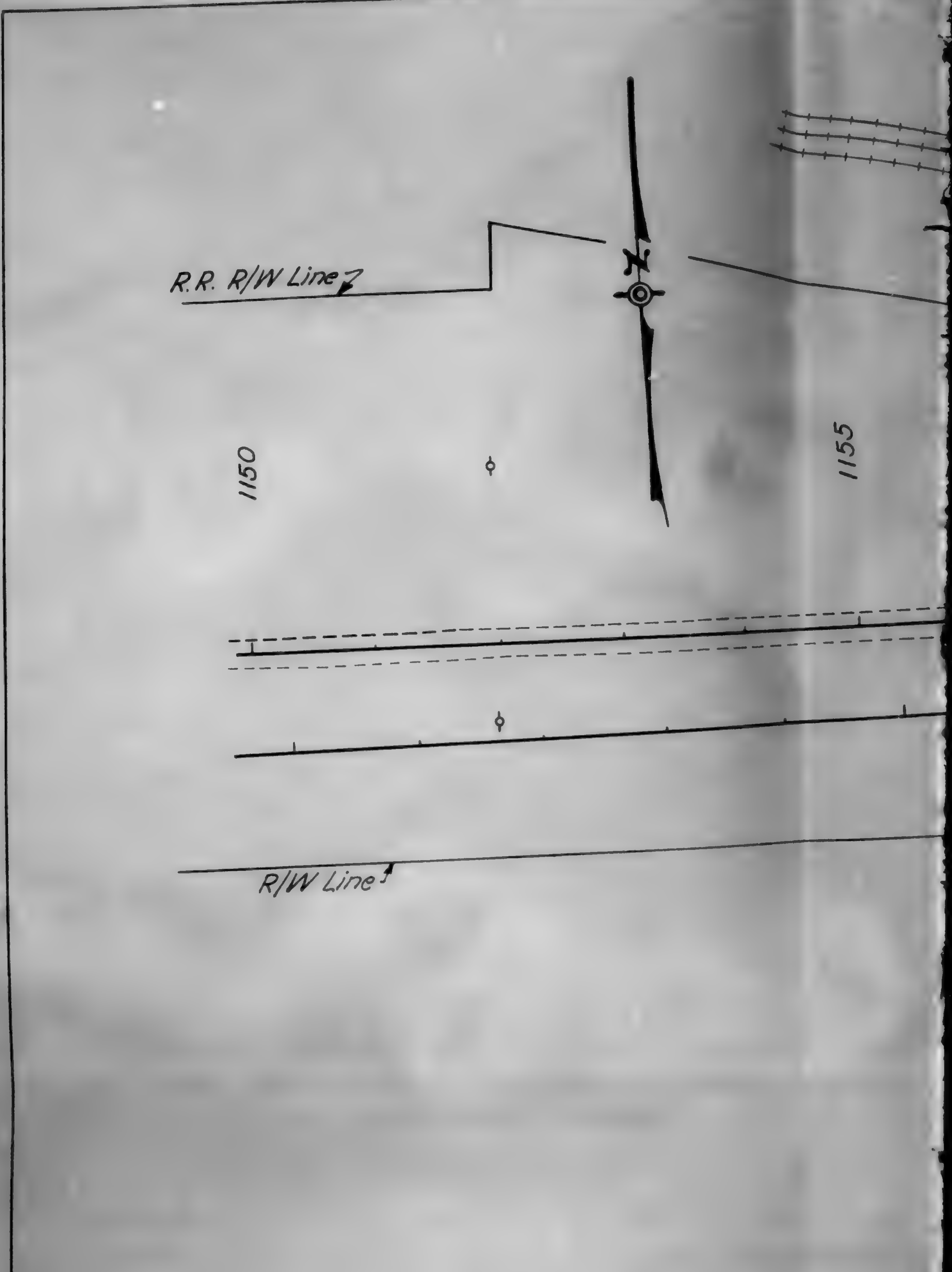
G. S. Paxson
Assistant State Highway Engineer

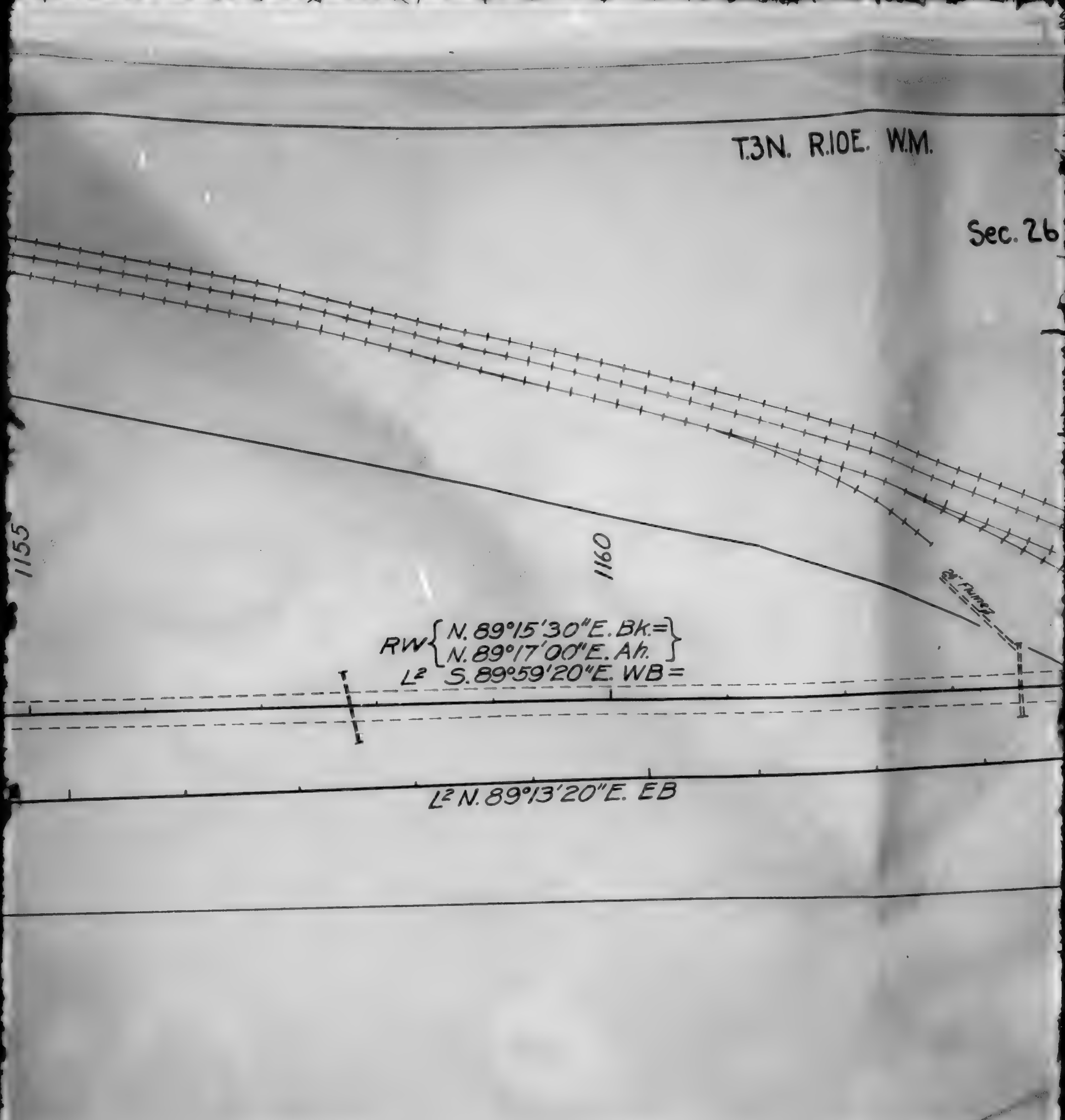
Enclosures

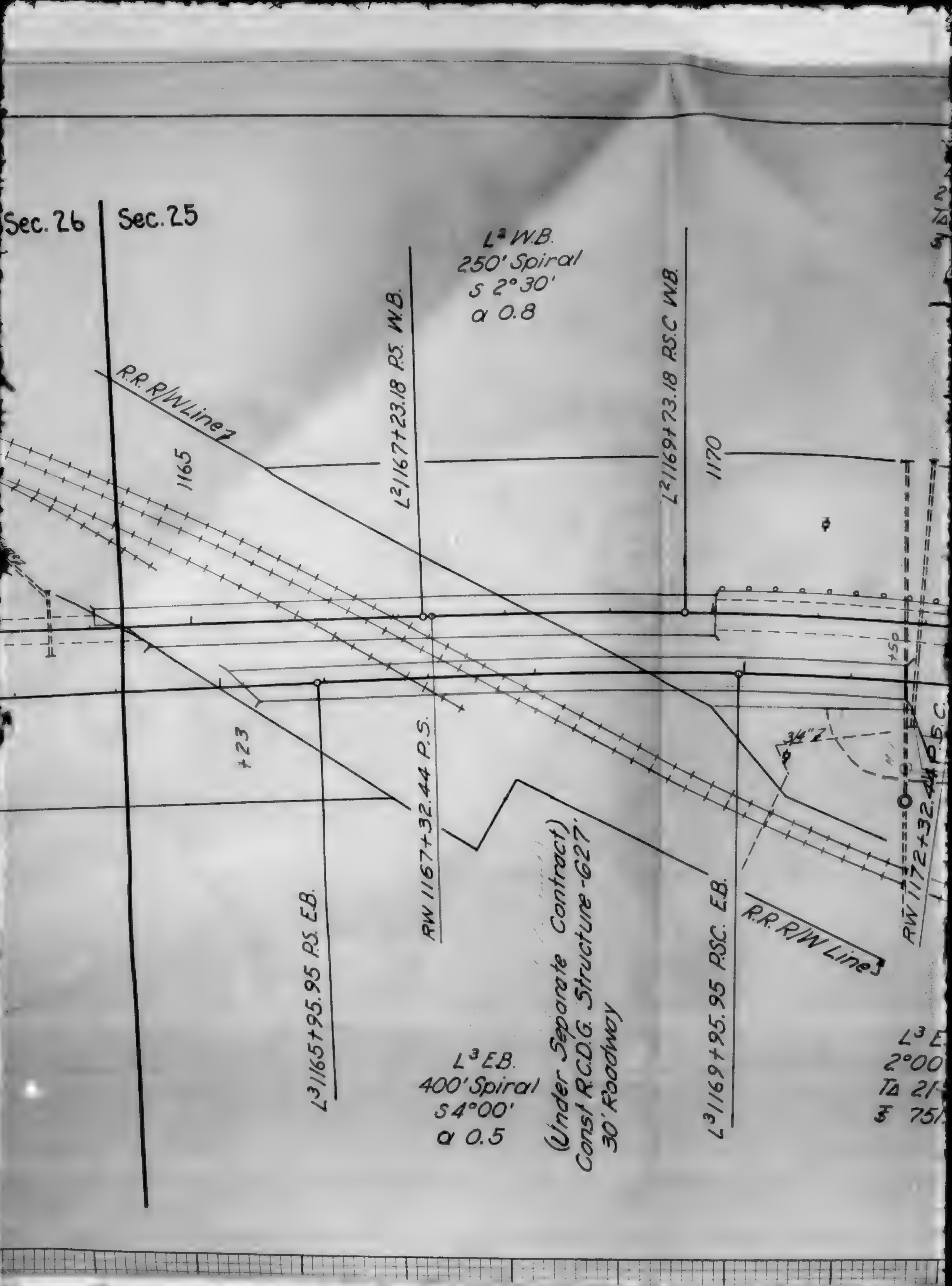
GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

|  |  | BY | DATE |
|---|---|---|---|
| FINAL SURVEY | SURVEYED |  |  |
| NOTE BOOK | PLOTTED |  |  |
| NO. | TEMPLATE |  |  |
|  | AREAS |  |  |
|  | AREAS CHECKED |  |  |


R.R. R/W Line
1150
1155
R/W Line


T.3N. R.10E. W.M.
Sec. 26
1155
1160
24" Flume
RW{N. 89°15'30"E. Bk.=
N. 89°17'00"E. Ah.}
L² S. 89°59'20"E. WB=
L² N. 89°13'20"E. EB


Sec. 26
Sec. 25
L² W.B.
250' Spiral
S 2°30'
a 0.8
L²1167+23.18 P.S. W.B.
L²1169+73.18 P.S.C W.B.
R.R. R/W Line
1165
1170
+23
+50
3/4" Z
RW 1167+32.44 P.S.
RW 1172+32.44 P.S.C.
L³1165+95.95 P.S. E.B.
L³1169+95.95 P.S.C. E.B.
R.R. R/W Line
(Under Separate Contract)
Const R.C.D.G. Structure -G27
30' Roadway
L³ E.B.
400' Spiral
S 4°00'
a 0.5
L³ E
2°00
TΔ 21
Ɛ 75

Mit. - Point - Hood Ri

| FED. ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 8 | OREGON | |

PRELIMINARY COPY
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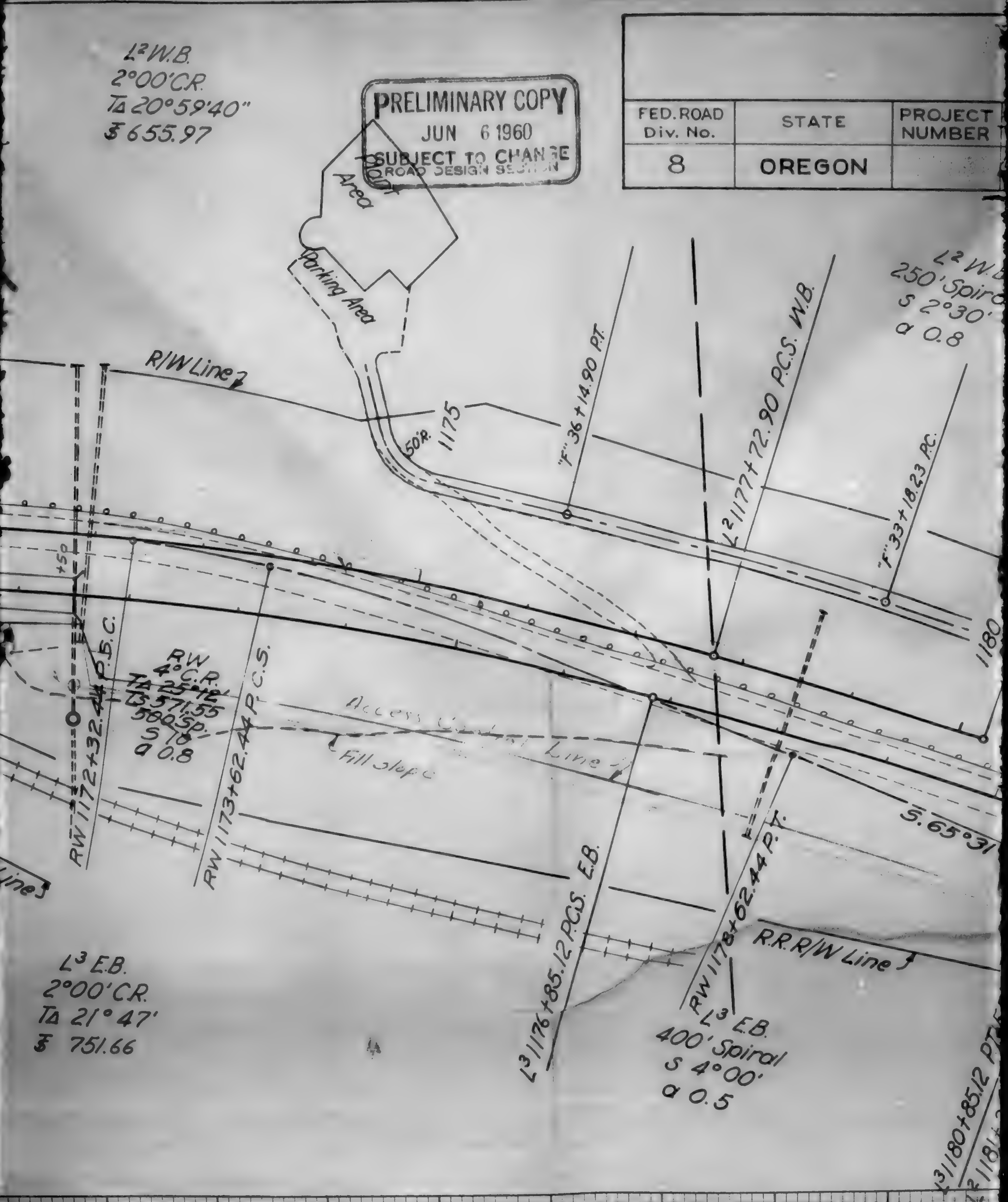
SUBJECT TO CHANGE
ROAD DESIGN SECTION


L² W.B.
2°00' C.R.
T∆ 20°59'40"
℄ 655.97
Point Area
Parking Area
R/W Line
50'R.
1175
"F" 36+14.90 P.T.
L² 1177+72.90 P.C.S. W.B.
L² W.B.
250' Spiral
S 2°30'
a 0.8
"F" 33+18.23 P.C.
1180
+50
RW 1172+32.44 P.S.C.
RW
4° C.R.
T∆ 25°12'
T∆ 571.55
500' Sp.
S 10
a 0.8
RW 1173+62.44 P.C.S.
Access Control Line
Fill slope
S. 65°31
Line
L³ 1176+85.12 P.C.S. E.B.
RW 1178+62.44 P.T.
R.R. R/W Line
L³ E.B.
2°00' C.R.
T∆ 21°47'
℄ 751.66
L³ E.B.
400' Spiral
S 4°00'
a 0.5
L³ 1180+85.12 P.T.
L² 1181

Mit[illegible] Point - Hood River

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JUN 6 1960
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ROAD DESIGN SECTION

| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | SHEET No. |
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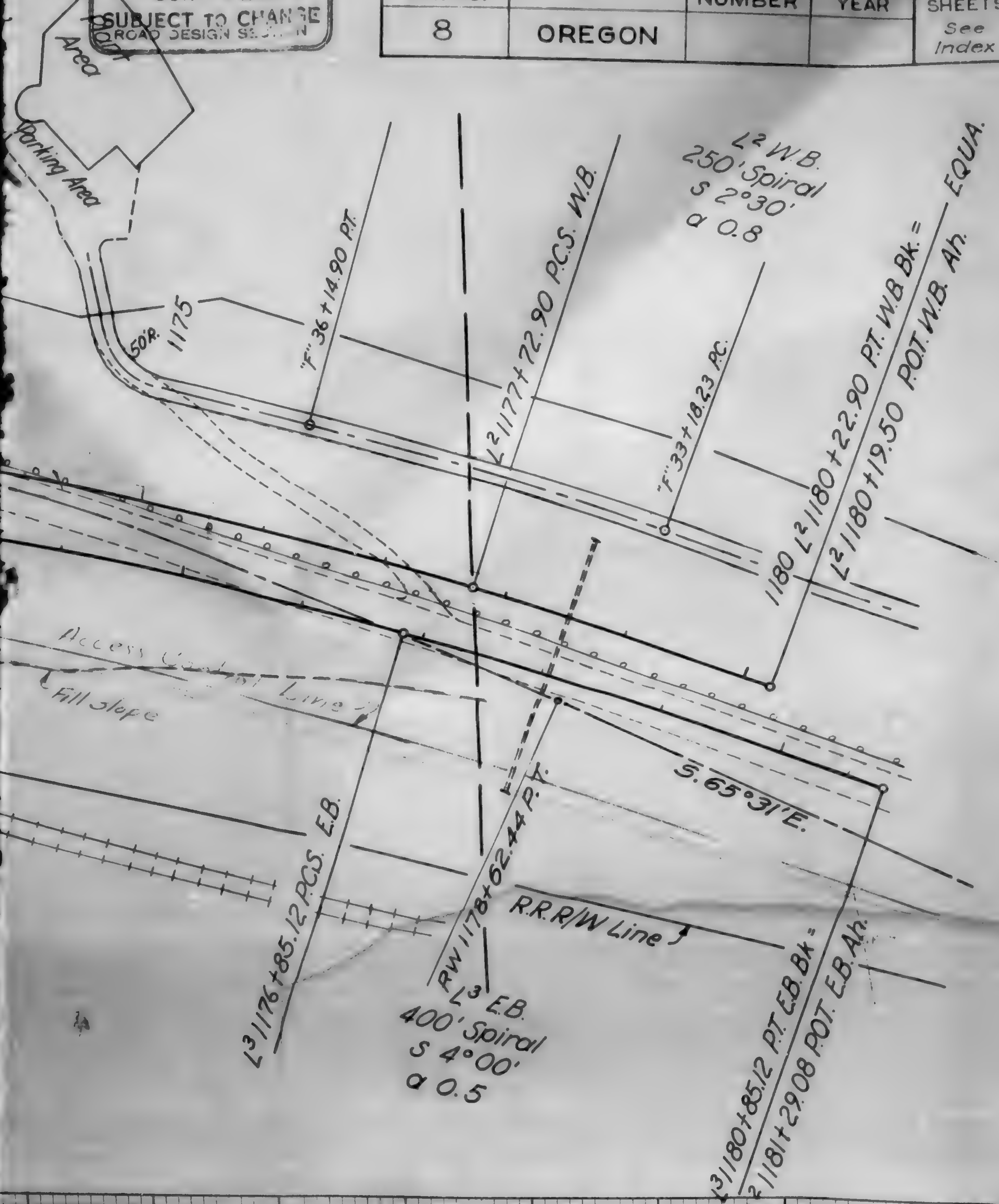
| | | | | TOTAL SHEETS |
| 8 | OREGON | | | See Index |



Area
Parking Area
50'R.
1175
"F" 36+14.90 P.T.
L² 1177+72.90 P.C.S. W.B.
L² W.B.
250' Spiral
s 2°30'
a 0.8
"F" 33+18.23 P.C.
1180
L² 1180+22.90 P.T. W.B. Bk. =
L² 1180+19.50 P.O.T. W.B. Ah.
EQUA.
Access Control Line
Fill slope
S. 65°31'E.
R.R. R/W Line
L³ 1176+85.12 P.C.S. E.B.
RW 1178+62.44 P.T.
L³ E.B.
400' Spiral
s 4°00'
a 0.5
L³ 1180+85.12 P.T. E.B. Bk. =
L² 1181+29.08 P.O.T. E.B. Ah.

|  |  |  |
|---|---|---|
| ORIGINAL SURVEY | BY | DATE |
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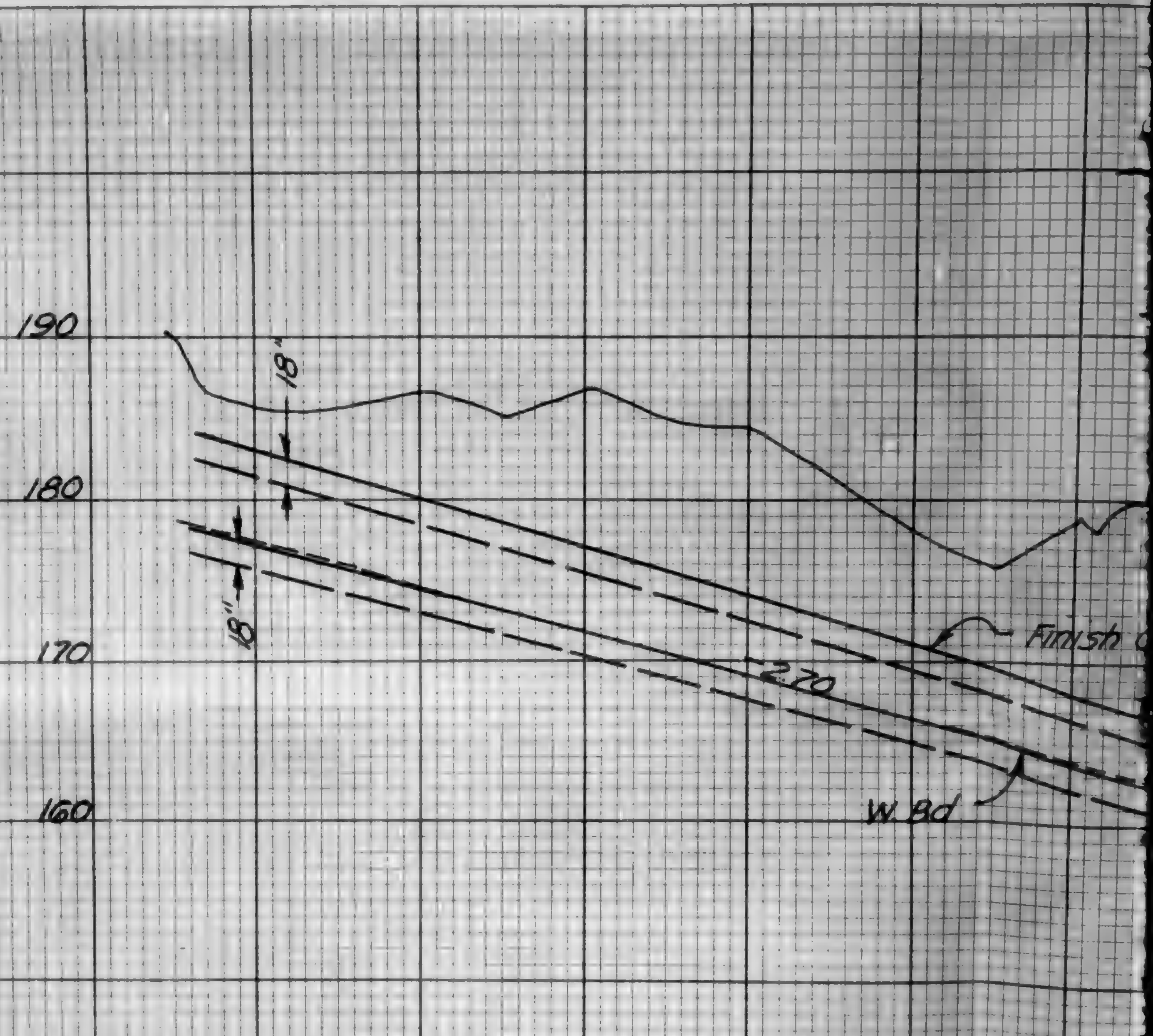
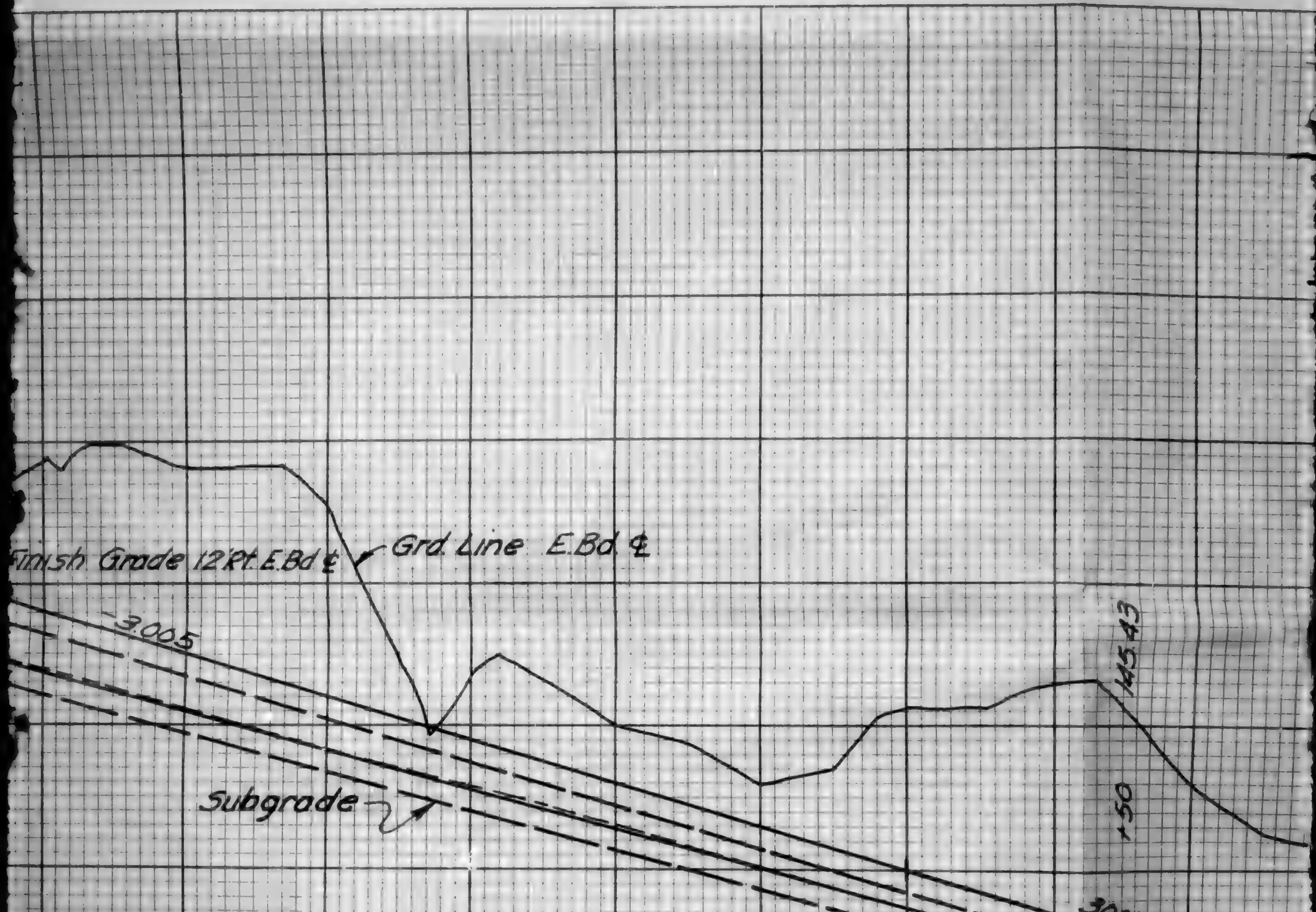
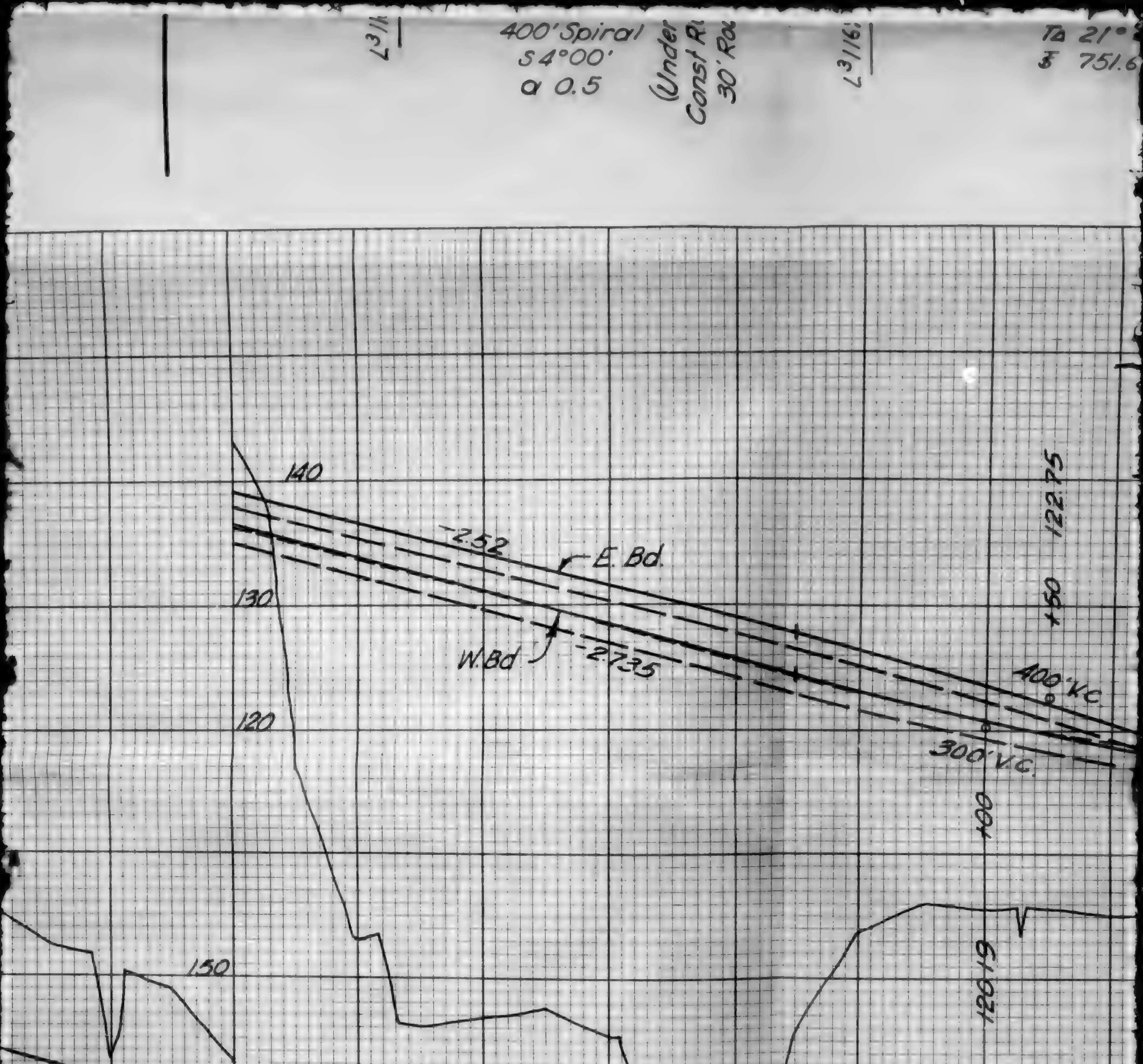
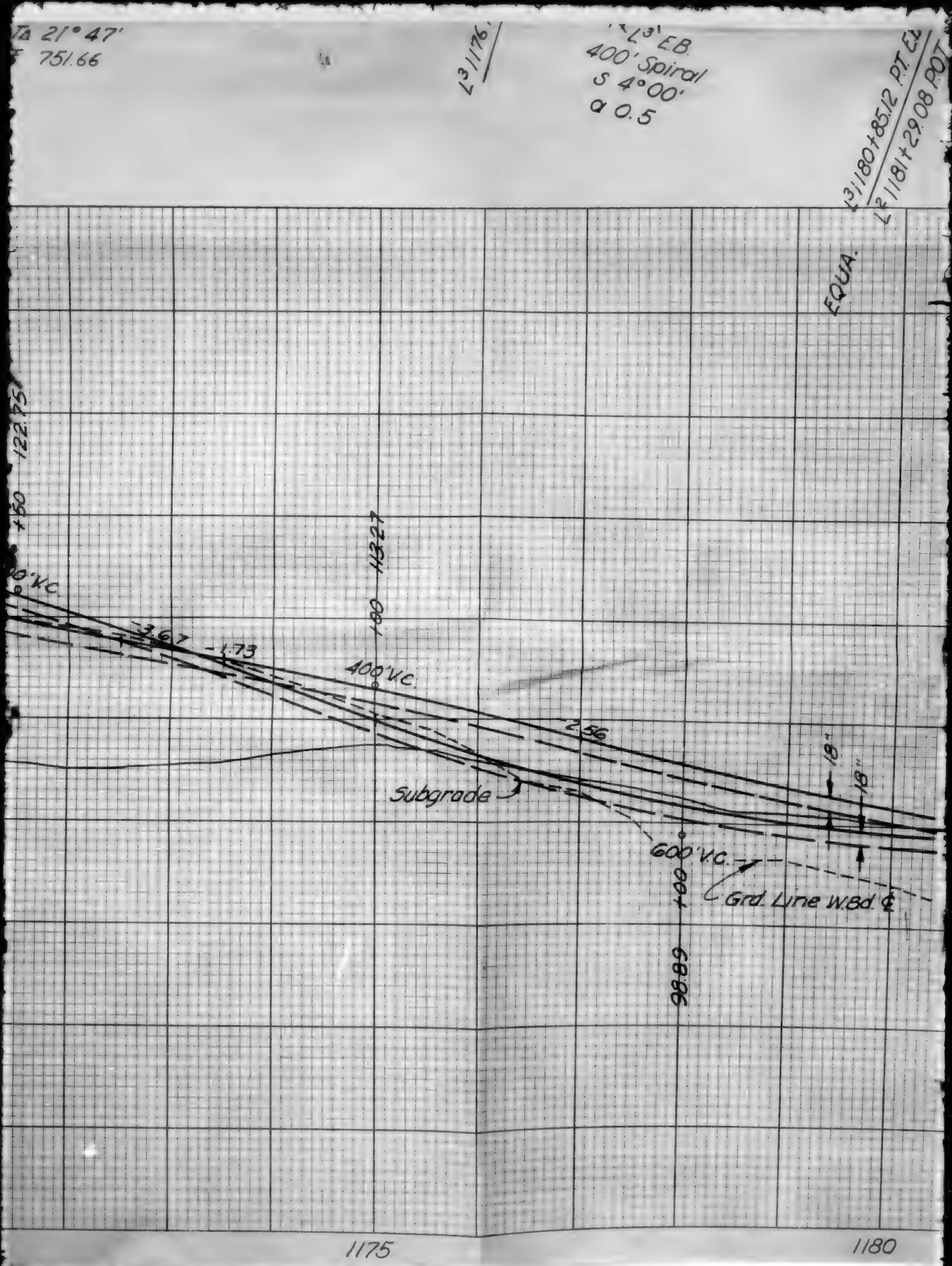
| AREAS CHECKED |  |  |
| NOTE BOOK NO. |  |  |

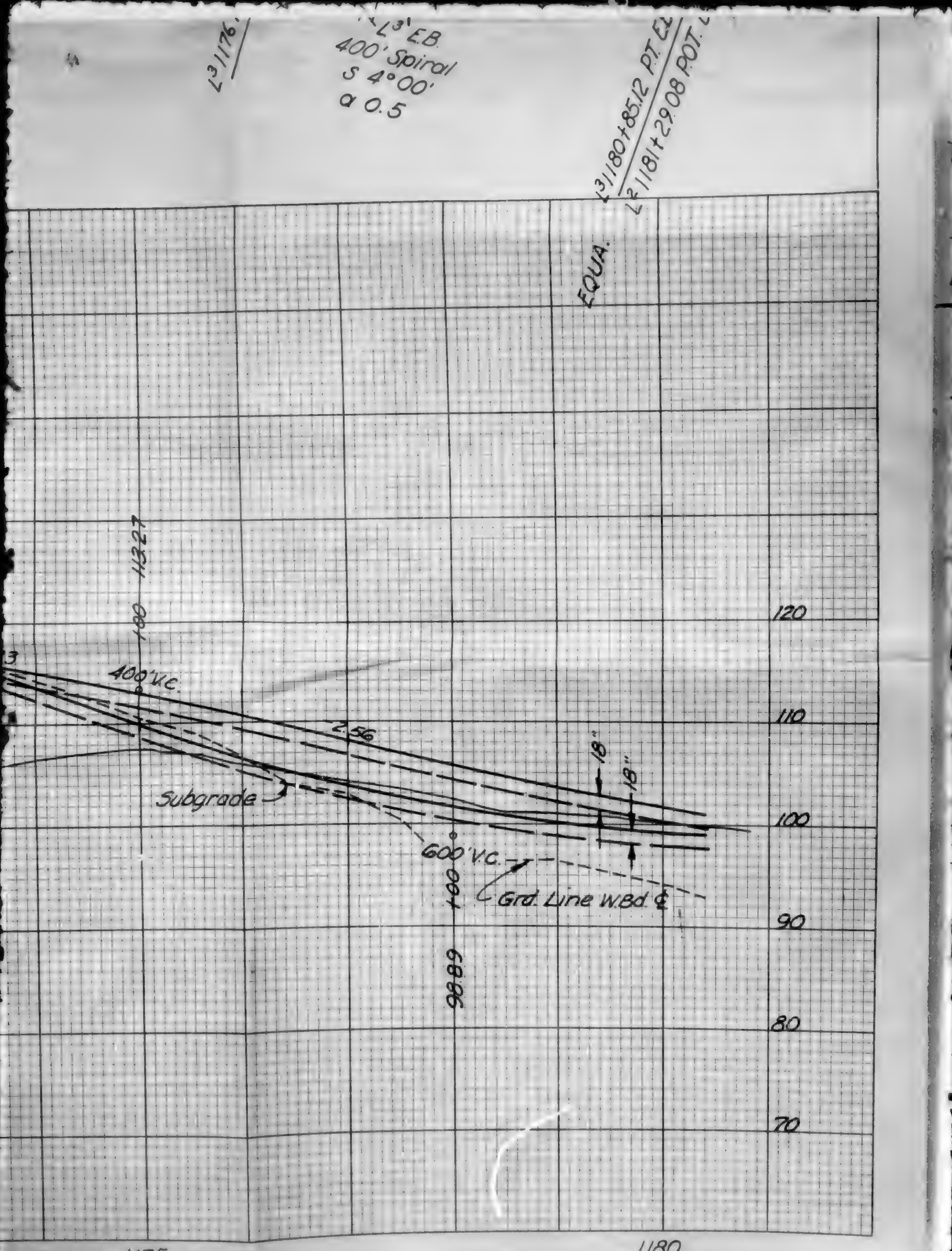


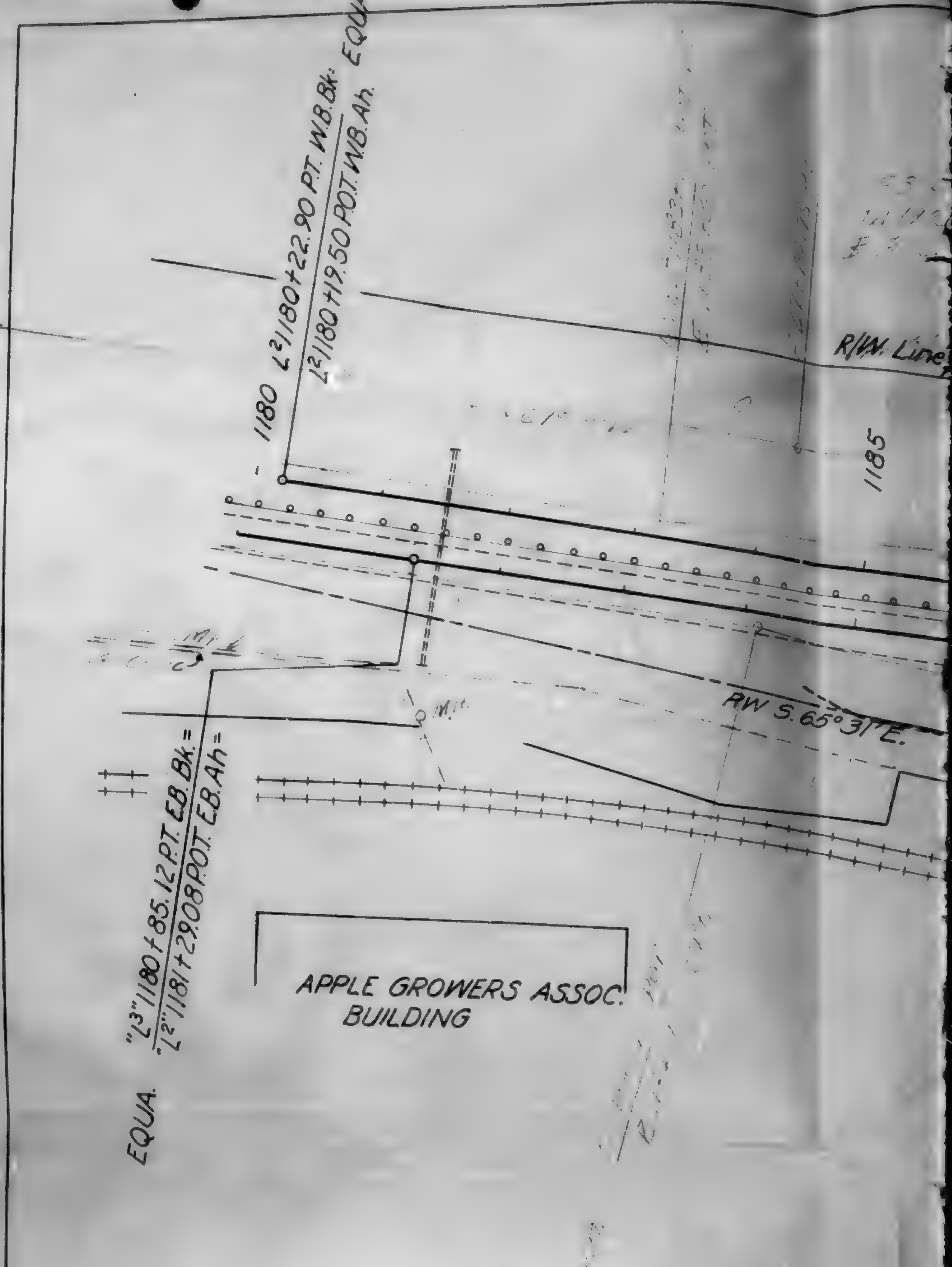

Finish Grade 12' Rt. E.Bd. ℄
Grd. Line E.Bd. ℄
-3.005
145.43
Subgrade
+50
300' V.C.
-2.84
Finish Grade 12' Lt. W.Bd. ℄
1155
1160



400' Spiral
S 4°00'
a 0.5
(Under
Const R
30' Ro
Ta 21°
751.6
140
130
120
150
-2.52
E. Bd.
W. Bd
-2.735
400' V.C.
300' V.C.
122.75
+50
+00
120.19
-2.52
139.09
139.33
+00
130
Finish Grade E. Bd ¢
1165
1170


Ta 21° 47'
751.66
L³ 1176
L³ E.B.
400' Spiral
S 4°00'
a 0.5
L³ 1180+85.12 P.T. E.B.
L² 1181+29.08 P.O.T.
EQUA.
+50 122.75
00' V.C.
-3.67
-1.73
+00 113.27
400' V.C.
2.56
Subgrade
18"
18"
600' V.C.
+00 98.89
Grd. Line W.Bd. ℄
1175
1180


℄3 1176.
℄3 E.B.
400' Spiral
S 4°00'
a 0.5
℄3 1180+85.12 PT. E.
℄2 1181+29.08 POT.
EQUA.
113.27
180
400' V.C.
2.56
18"
18"
Subgrade
600' V.C.
100
98.89
Grd. Line W.Bd. ℄
120
110
100
90
80
70
1175
1180


1180 $L^2$1180+22.90 P.T. W.B.Bk.: EQUA.
$L^2$1180+19.50 P.O.T. W.B.Ah.
R/W. Line
1185
RW S.65°31'E.
EQUA. "$L^3$"1180+85.12 P.T. E.B.Bk.=
"$L^2$"1181+29.08 P.O.T. E.B.Ah=
APPLE GROWERS ASSOC.
BUILDING

| | | |
|---|---|---|
| FINAL SURVEY | BY | DATE |
| SURVEYED | | |
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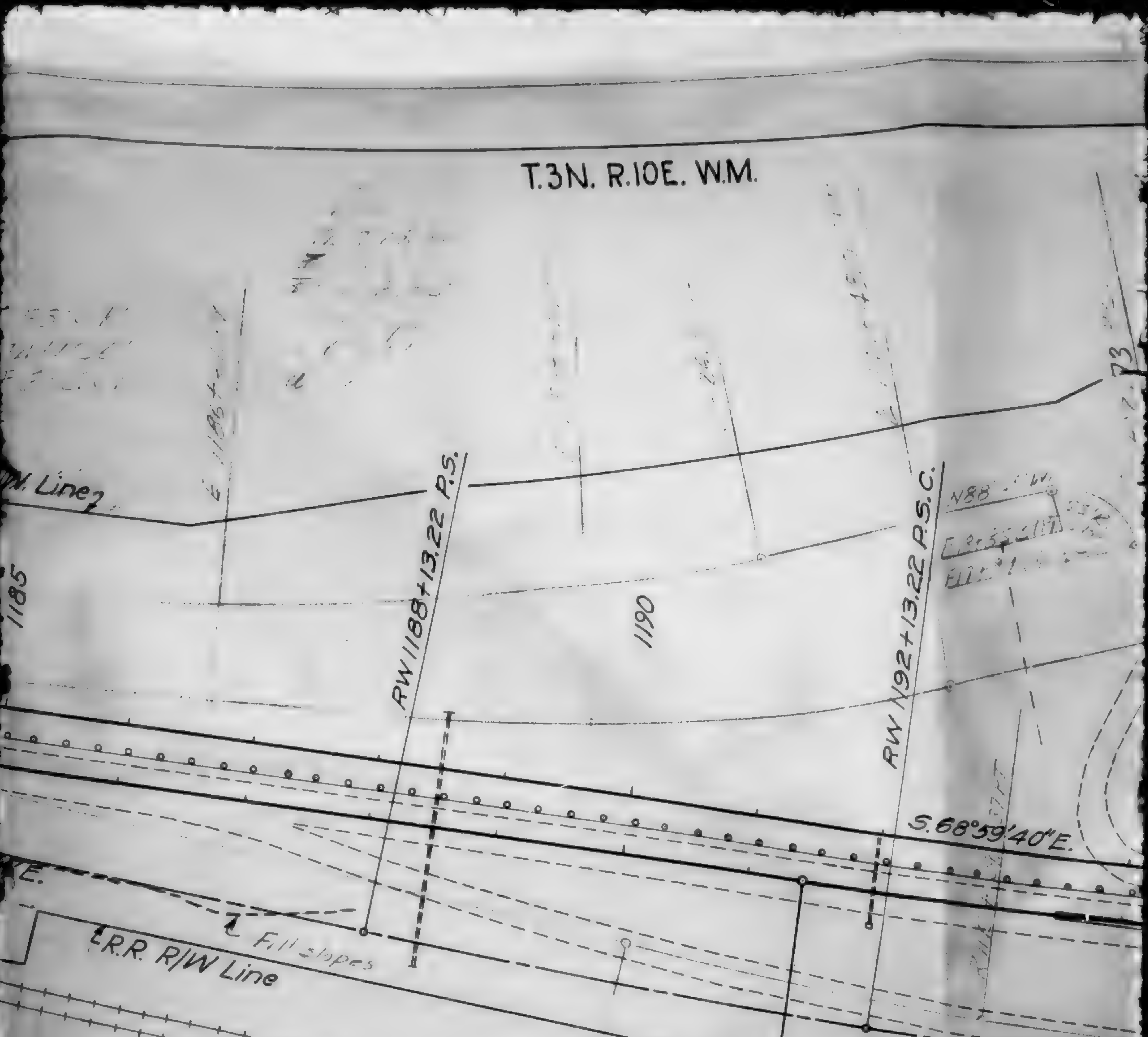
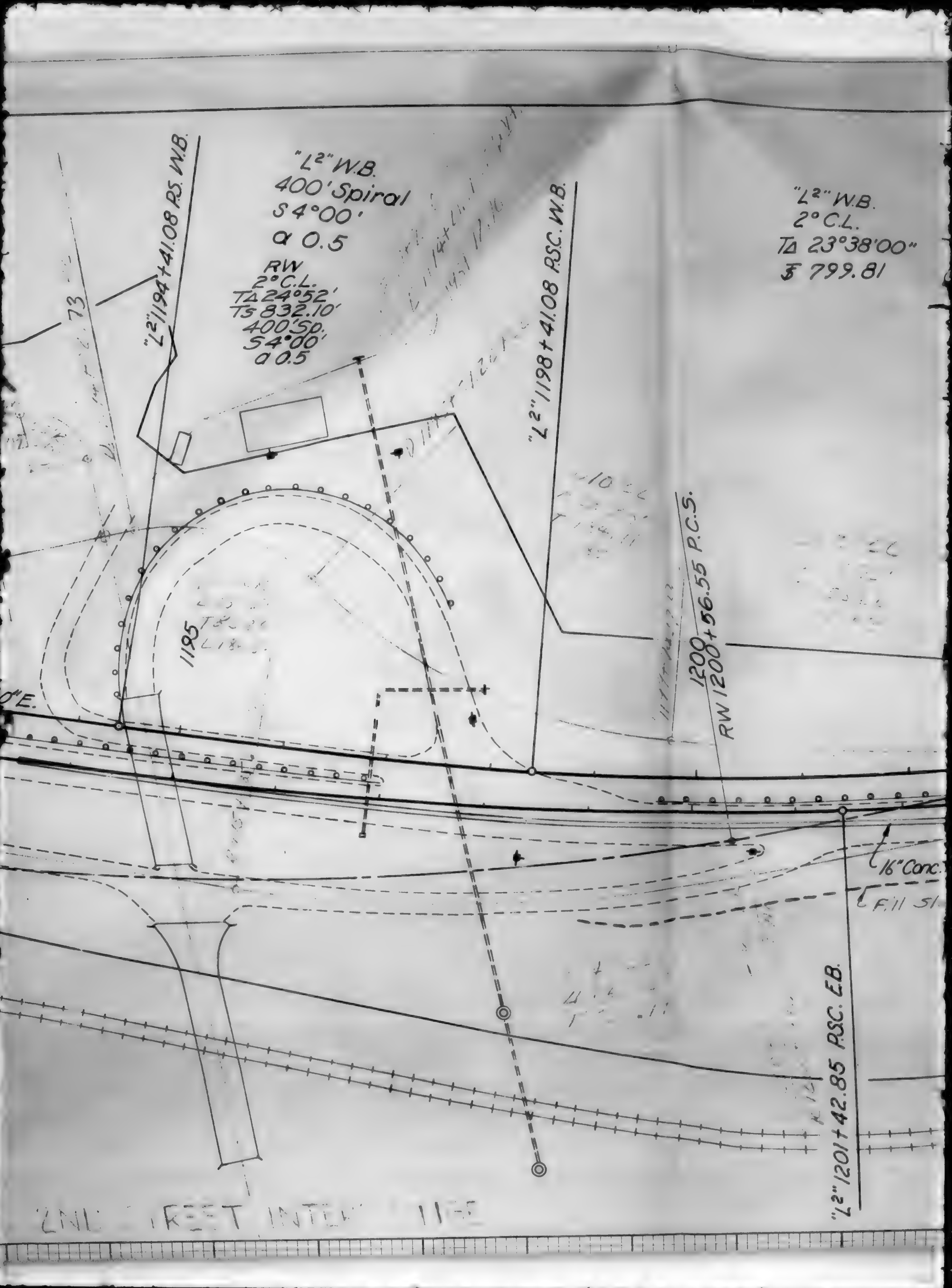
| NOTE BOOK NO. | | |


T.3N. R.10E. W.M.
W. Line
1185
RW 1188+13.22 P.S.
1190
RW 1192+13.22 P.S.C.
N88
S.68°59'40"E.
℄ Fill slopes
℄ R.R. R/W Line
"L2" 1191+42.85 P.S. E.B.
73
"L2" E.B.
1000' Spiral
S 10°00'
a 0.2


"L²" W.B.
400' Spiral
S 4°00'
a 0.5
RW
2°C.L.
TΔ 24°52'
Ts 832.10'
400'Sp.
S 4°00'
a 0.5
"L²" 1194+41.08 P.S. W.B.
"L²" 1198+41.08 P.S.C. W.B.
"L²" W.B.
2°C.L.
TΔ 23°38'00"
T 799.81
73
1195
0"E.
1200
RW 1200+56.55 P.C.S.
16" Conc.
F.ll Sl
"L²" 1201+42.85 P.S.C. E.B.
2ND STREET INTER

Mitchell Point - Hood Rive

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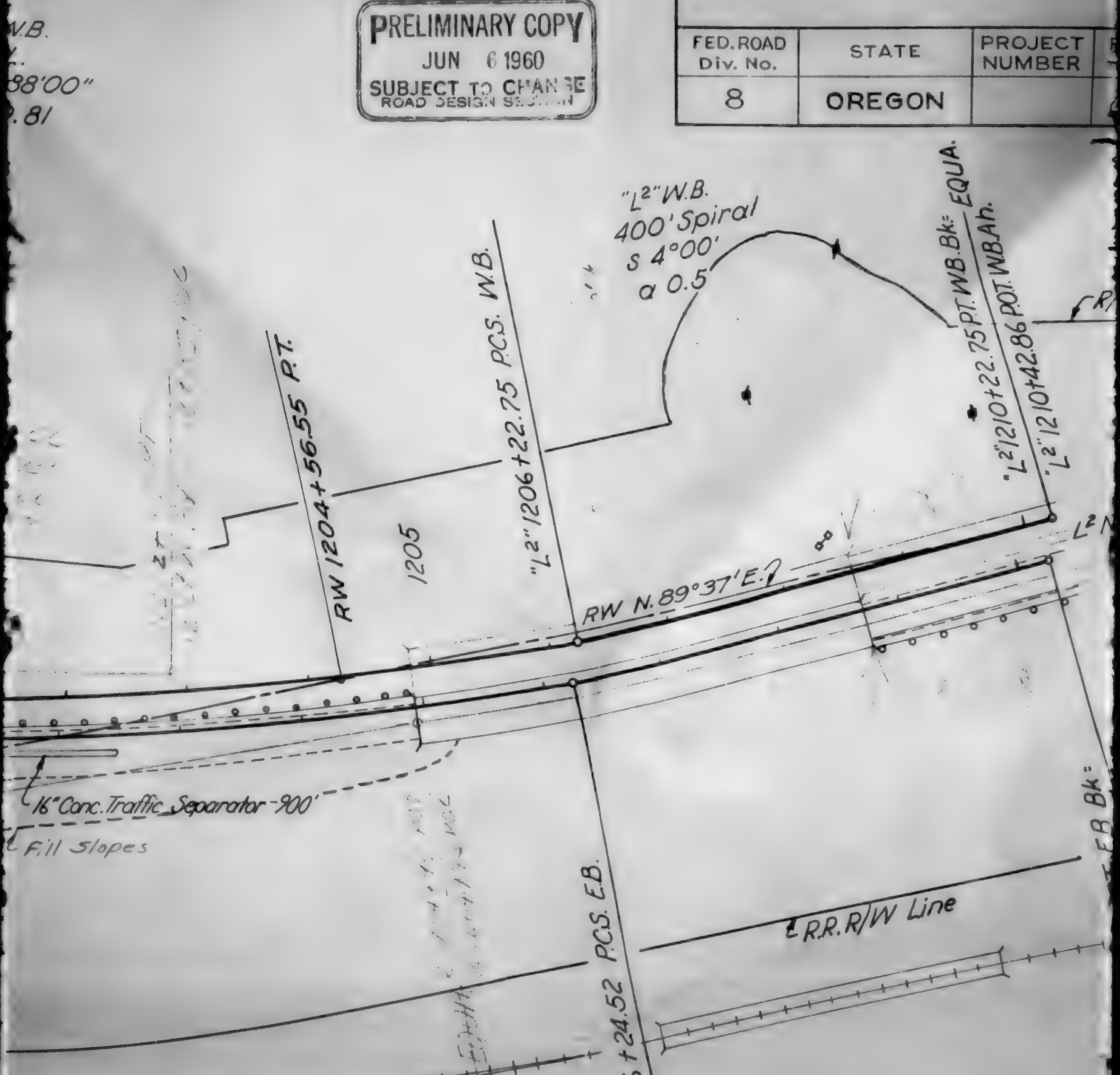
ROAD DESIGN SECTION

| FED. ROAD Div. No. | STATE | PROJECT NUMBER |
|---|---|---|
| 8 | OREGON | |


W.B.
38'00"
.81
"L2" W.B.
400' Spiral
s 4°00'
a 0.5
"L2" 1210+22.75 P.T. W.B. Bk. EQUA.
"L2" 1210+42.86 P.O.T. W.B. Ah.
RW 1204+56.55 P.T.
1205
"L2" 1206+22.75 P.C.S. W.B.
RW N. 89°37' E.?
16" Conc. Traffic Separator -900'
Fill Slopes
"L2" 1206+24.52 P.C.S. E.B.
R.R. R/W Line
E.B. Bk.
"L2" E.B.
2° C.L.
TΔ 23°38'00"
T1 1071.45'
T2 830.24'
L2 E.B.
400' Spiral
s 4°00'
a 0.5

Mitchell Point- Hood River

PRELIMINARY COPY
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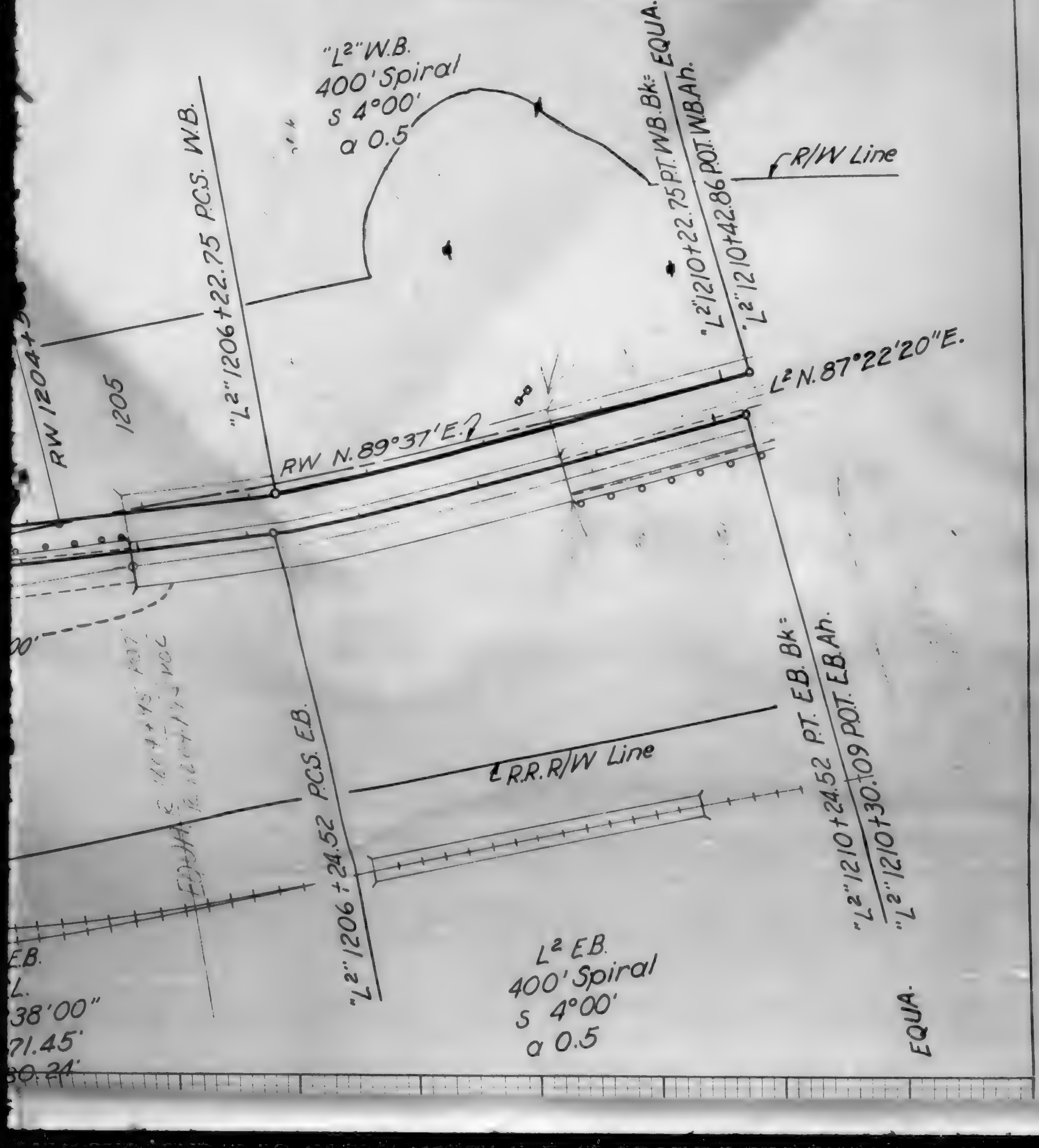
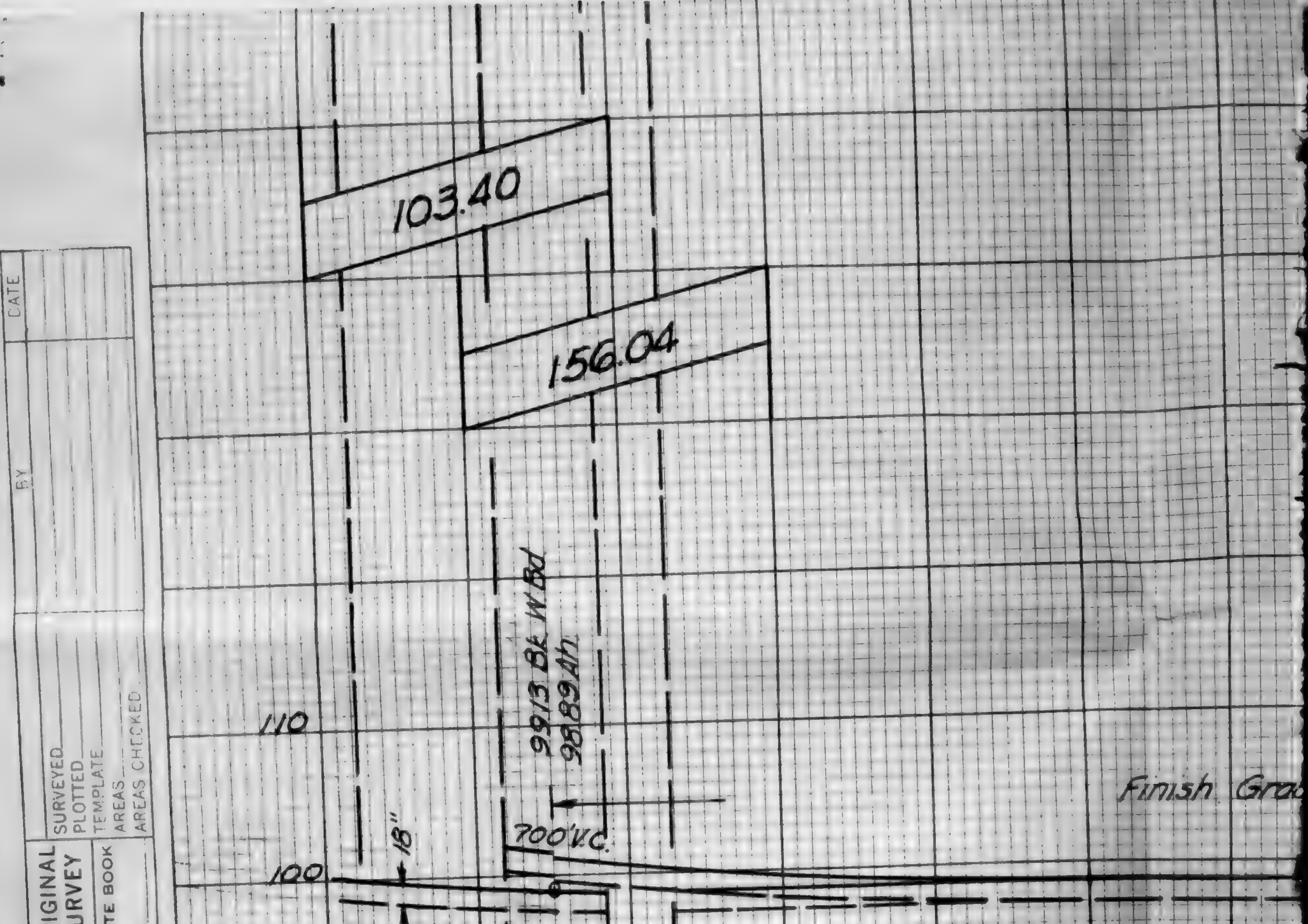
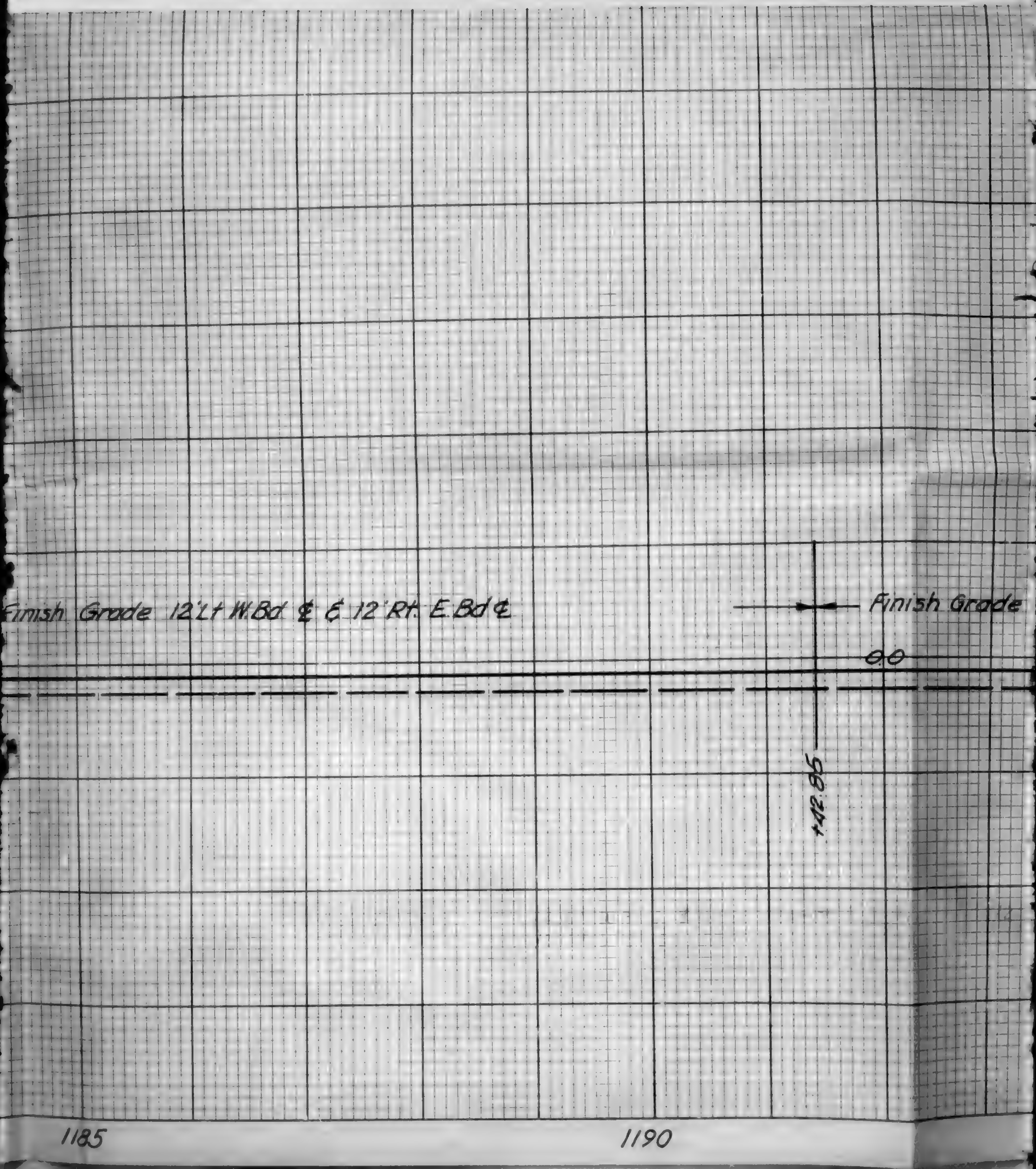
SUBJECT TO CHANGE
ROAD DESIGN SECTION

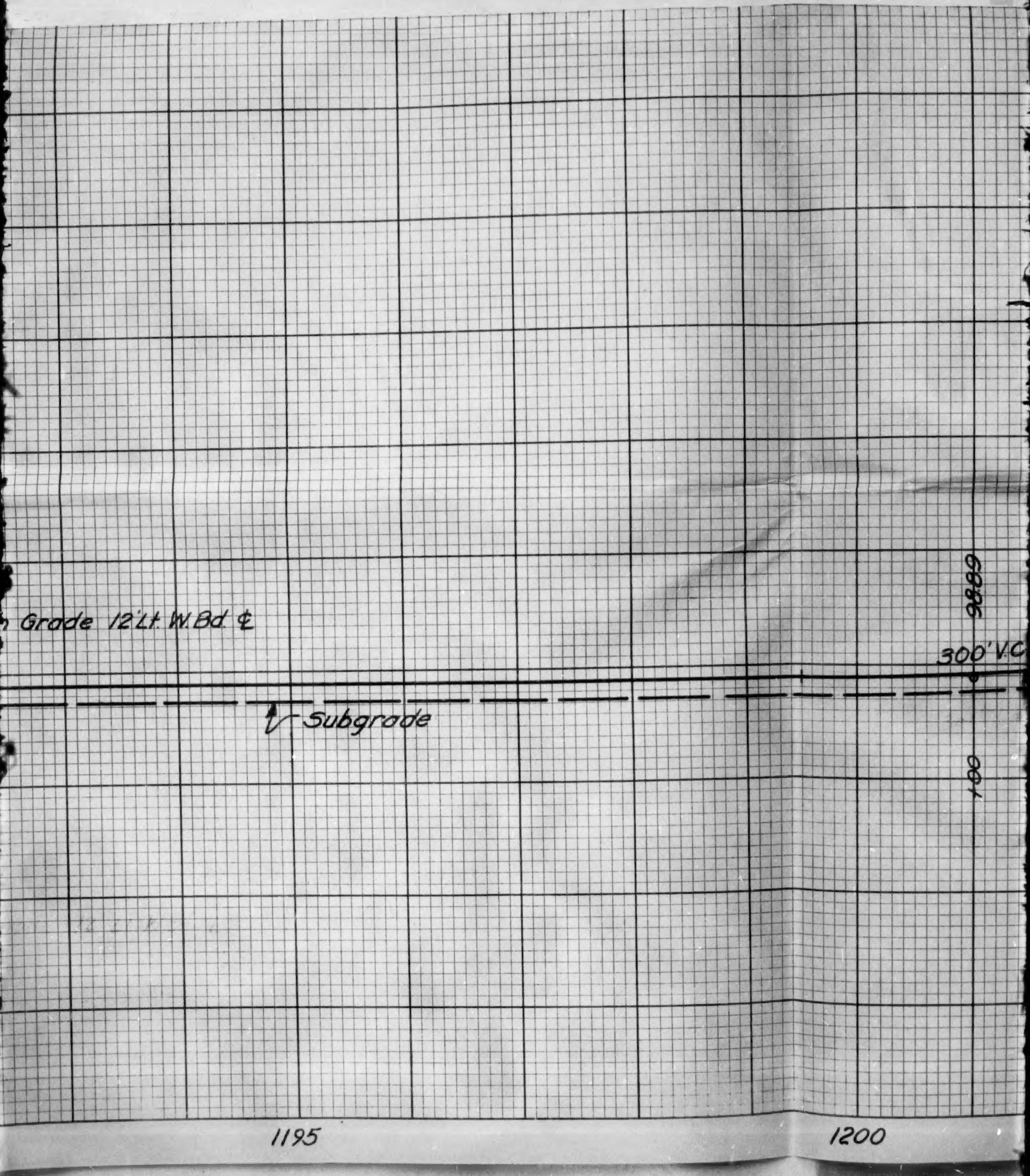
| | | | | SHEET No. |
|---|---|---|---|---|
| FED. ROAD Div. No. | STATE | PROJECT NUMBER | FISCAL YEAR | TOTAL SHEETS |
| 8 | OREGON | | | See Index |

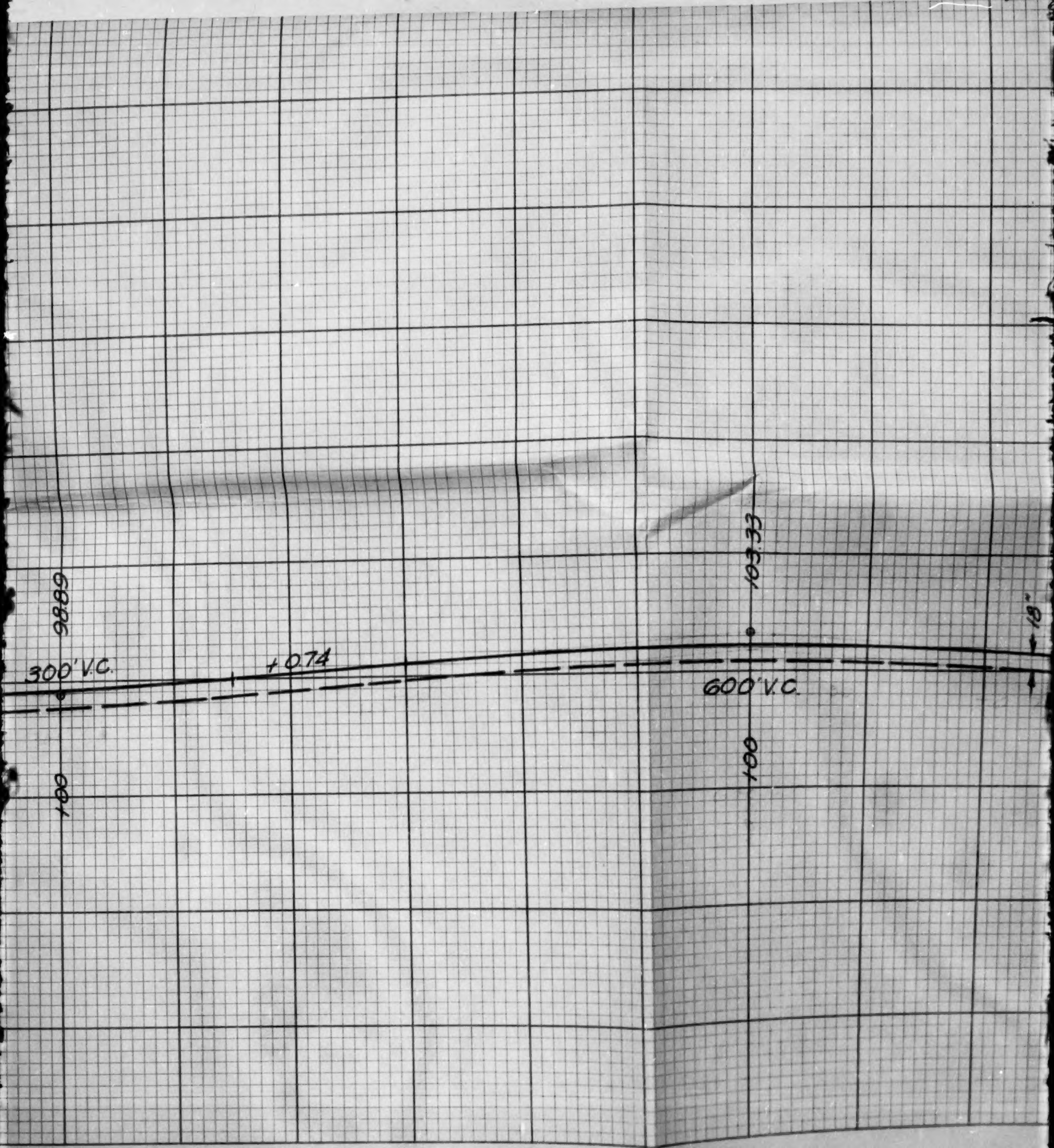


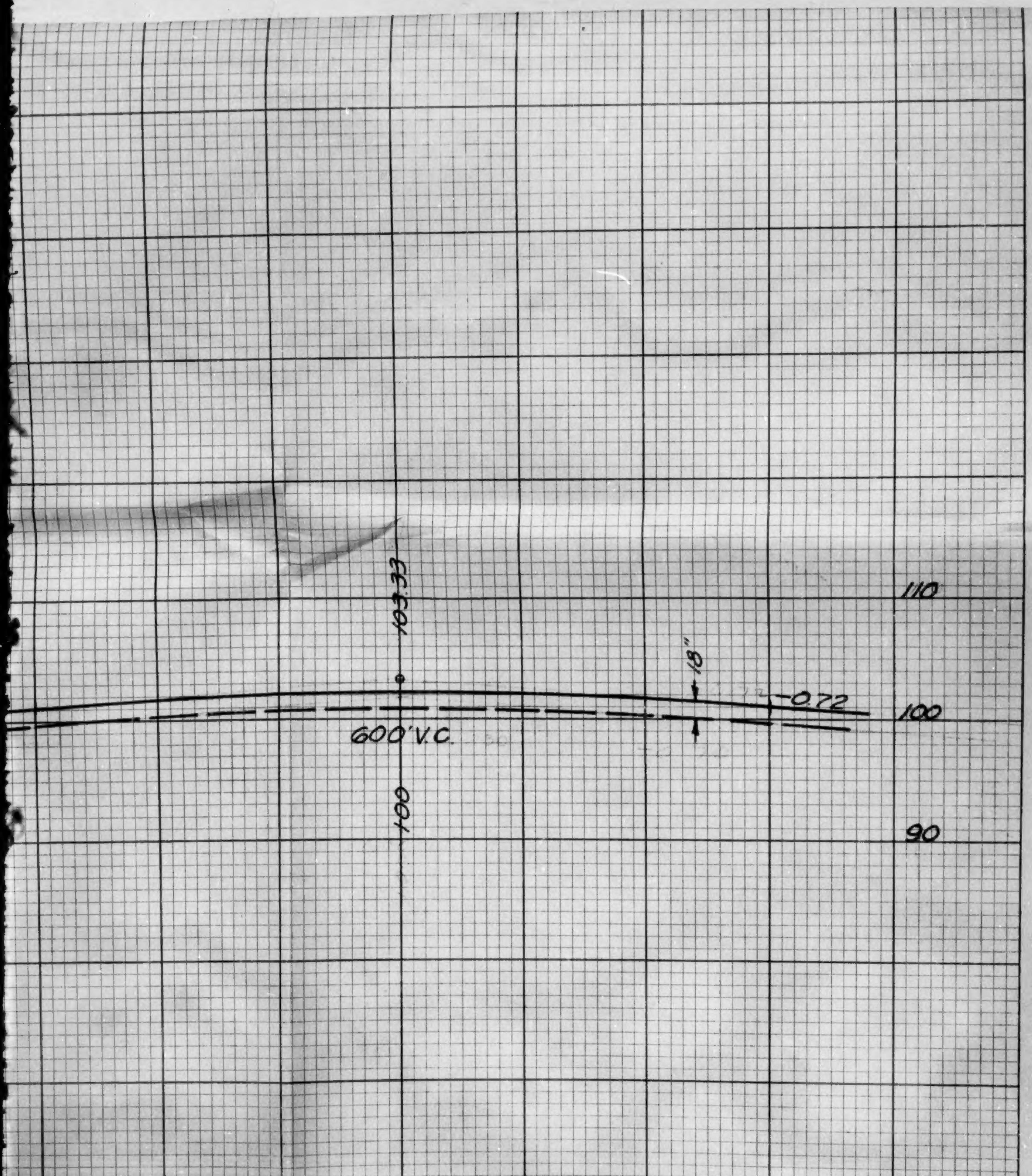
"L²" W.B.
400' Spiral
s 4°00'
a 0.5
"L²" 1206+22.75 P.C.S. W.B.
"L²" 1210+22.75 P.T. W.B. Bk= EQUA.
"L²" 1210+42.86 P.O.T. W.B. Ah.
R/W Line
L² N.87°22'20"E.
RW N.89°37'E.?
RW 1204+3
1205
00'
"L²" 1206+24.52 P.C.S. E.B.
"L²" 1210+24.52 P.T. E.B. Bk=
"L²" 1210+30.09 P.O.T. E.B. Ah.
℄ R.R. R/W Line
E.B.
L.
38'00"
71.45'
30.24'
L² E.B.
400' Spiral
s 4°00'
a 0.5
EQUA.


103.40
156.04
110
100
90
18"
700' V.C.
99.13 Bk. W.Bd.
98.89 Ah.
Finish Grad
+50
EQUA.
1180+22.90 P.T. W.Bd. Bk. =
1180+19.50 P.O.T. W.Bd. Ah.
EQUA.
1180+85.12 P.T. E.Bd. Bk. =
1181+29.08 P.O.T. E.Bd. Ah.
1180
1185
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


Finish Grade 12'Lt W.Bd ℄ & 12' Rt. E.Bd ℄
Finish Grade
0.0
+42.85
1185
1190


n Grade 12' Lt. W. Bd. ℄
Subgrade
300' V.C
9889
+00
1195
1200


98.89
300'V.C.
100
+0.74
103.33
600'V.C.
100
18"



103.33
18"
-0.72
110
100
600' V.C.
100
90
1205
1210

# STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 5956 Ends with: Contract# 5990

FLASH CARDS: Begins every Contract

Remarks: #5990 continues on reel 107

Reel No. 106 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

## CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 6 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm